



VOL. VI. NO. 30.

CLEVELAND, O., JULY 24, 1884.

\$2.00 PER ANNUM
SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The steamer Pearl took out quite a large party of excursionists yesterday.

George Pressley, of the Globe drydock is rusticated with his family on the St. Lawrence.

A watchman on the Kittle M. Forbes was lost overboard while leaving Ashtabula harbor.

The tug Forest City is getting her stern bearing made straight which was knocked out of shape by a scow.

It is said that the yacht Cyclone, during the trip to Port Huron, will try to measure the speed of the steamer Mary.

James Ash of Buffalo, part owner of the new propeller Calumet was in the city on Tuesday. He left an order with V. S. Nickerson, marine artist, for a pastel painting of the Calumet.

Custom house officials generally have been officially notified that the fees for reports and clearances will be ten cents each. This order includes vessels of all dimensions in either domestic or foreign trade.

Judge Welker, of the United States Courts has substantially recovered from his late illness, and was in the city on Tuesday last attending to routine business connected with the courts. He left for his home in Wooster the same afternoon, and from there will go to Iowa to be absent about two weeks.

In the case in the United States District Court of Upson, Walton & Co. against the tug James Reid, in which the tug was libeled on the 10th instant for the sum of \$45, claimed due for a capstan furnished the tug in 1883, the owners of the boat settled the matter on Tuesday last by paying the claim and costs in full.

At Globe drydock since our last report the schooner Oneonta had her bottom thoroughly calked. The propeller Pacific while in drydock had her butts calked, some leaks stopped, and some new plank placed. She is now in Pressley's slip where her repairs are being finished consisting of a new stem, which has been put on in an excellent manner, new stanchions, hand rail bulwarks and new deck forward back as far as the cabin.

A committee from the board of trade and city council, accompanied by civil engineer Force visited the breakwater to determine the necessary improvements to be made in order that it may answer the purpose for which it is intended. No definite conclusion was arrived at but it would be well if the government could be led to adopt the suggestions of the business and vessel men that another arm or breakwater be extended from the shore on the east side of the river.

The tug Sprague, Captain John Bowen, with a tow of two or three schooners, bound for Cleveland broke her machinery off Point aux Barques and was picked up by the tug Wilcox, Captain Girardin, but the Sprague sprung a leak in Pigeon Bay and sunk. The N. P. Sprague was 93 tons burden, was built at Buffalo by Jones in 1857 and rebuilt in 1877, rated B1. She is owned by Smith of Cleveland and her insurance valuation is \$7,000. The crew was saved.

The sidewheel steamer Pearl made her reappearance at this port Monday, after an absence of nearly three years, says the Leader, much of which time has been spent in running on the line between Detroit and Mackinaw. She is now engaged to form a

regular daily trip between Cleveland and Put-in-Bay, and there to connect with the steamer Alaska for Detroit, thus making another complete line between the latter port and Cleveland. Passengers leave this port at 8:30 a. m. daily except Sunday, and reach Detroit at 10:30 a. m. of the same day. The Pearl was built at Detroit in 1875 by J. P. Clark and rates A1½. She spent a season in running between this port and the Islands, and also between this port and Mackinaw. Her master, Captain John Edwards, is also a familiar face in marine circles in Cleveland, he having not only sailed her during those years, but been in command of her ever since she slipped off the stocks. Her corps of officers include Mr. Fred Veney, mate; Mr. E. N. Clark, clerk; Mr. Charles Barron, engineer, and Mr. John Suple, second engineer.

CHICAGO.

Special to the Marine Record.

There is considerable confusion just now between vessel owners and masters whose political ideas conflict as to whether the Cleveland and Hendrick's or Blain and Logan colors shall fly at the mast head of the vessel. Captain Alex Gibson, of the schooner Maggie Dall, leads off with an example which should be freely patronized by owners and masters who wish to avoid disputes, for, though, an ardent democrat, he sails under the two political flags and feels quite contented.

The contractors who are constructing a 2,000 foot pier off Thirty-third street, Hyde Park, have notified the United States engineers that they have placed a bright white light at the end of it to answer as a danger signal. Vessel masters who are bound for South Chicago and Michigan City in the night will bear this in mind.

Supervising Inspector Cook decides that the tug Lucille can not be licensed as a yacht because she has no bulkheads, as the law requires in a vessel designed for the passenger trade.

Collector Spaulding has received notice from the Secretary of the Treasury in reference to entrance and clearance fees. The act relating to the matter is entitled an act amending section 4,381, United States Statutes. It says that for certifying manifests and granting a vessel permission to leave port collectors of customs will collect 10 cents, and also collect the same amount for granting her a certificate of arrival. Add to this the cost of blanks and the cost to vessels per trip is only 40 cents, or just one-third of the cost under the repealed law. Deputy Collector Green began to issue papers under this act and vessel captains were agreeably surprised at the sweeping reduction. The same circular also contains a reference to the law reducing the cost of inspecting vessels.

The Lake Michigan & Lake Superior Co.'s line of steamers were crowded with passengers on their departure from this port on Tuesday and Friday evenings. Many persons have to resort to cots, as the state rooms are all taken before hand.

At the Chicago Drydock Co's dock the schooner Ellen Williams had her bottom calked; the steambarge John Otis got some repairs to her rudder; the tug Satisfaction received a new shoe; the schooner E. M. Stanton, a new foremast; the schooner F. L. Danforth some repairs to her stern and quarter.

Rosel Downer, the sub-marine diver,

libeled the steam sand boat Imperial for \$836, the amount claimed by him for raising her. Messrs. Titley, the owners, gave bonds for her release. They claim the amount is too large.

Captain O'Brien, of the schooner Harriet Ross, caused the arrest of Henry Schumaker, a saloon keeper, for having in possession some hard lumber, a portion of the schooner's cargo. Schumaker keeps a saloon contiguous to the lumber market, where the Ross was laying at the dock, opposite the saloon. The case was called before Justice Woodman Monday, and at Schumaker's request a continuance was granted for one week.

A sad accident occurred at Niblock's coal dock on Monday morning in consequence of the falling of a platform upon which was a large quantity of coal, placed there for the purpose of coaling propellers and steam-barges. Several men were under the platform, one of whom, named Charles A. Jones, aged fifty, was crushed to death, and another named Duncan McPherson, aged fifty-two, had his back broken and the spinal cord so badly injured that he cannot survive.

Captain Comerford, of the schooner F. L. Danforth, is collecting evidence on which to bring proceedings against Richard Powers, president of the seamen's union, for criminal libel. It is alleged that on the occasion of the recent shooting aboard the Danforth, Mr. Powers made statements to reporters which were not true, and which greatly injure the character of Captain Comerford.

The Rhoda Emily, the new steamship built for Ira Owen, of Chicago, at Trenton, is about ready for sea, and will immediately come to this lake. She will be employed in the Chicago grain trade, and also in the Bay City and Alpena lumber trade. The officers are: Captain, James W. Brion; mate, William Cannon; engineer, Joseph McLeary.

Captain Woods, of the schooner Adventure, which arrived here last Thursday, reported that one of the crew, named Paul Beski, aged about twenty-five years, fell overboard off Sand Beach, Lake Huron, on the 2d of July. The captain immediately had the yawl lowered, but the poor fellow sank before it reached him.

W. B. Hibbard, who was a member of the Chicago board of marine underwriters, and one of the most prominent marine insurance agents in Chicago, died at his residence on Wabash avenue Saturday night, aged sixty-six years.

A fitting memorial has been placed over the graves of Captain Thomas Fountain and his son in Rosehill cemetery. The monument is of granite, upon which is carved a wrecked vessel with a broken mast and un-bent sails.

Seventy men are at work on the new exterior breakwater at Chicago. The work for the season has only just commenced, owing to the fact that the appropriation has only just become available. It will be prosecuted, if possible, until the end of November.

At Miller Brothers' drydock the schooner Lily Hamilton got some new plank in her bottom; the schooner Cecelia got a new centreboard box, some new stanchions, covering board and deck; the steambarge George Dunbar got a new shoe and a new piece of keel; the steambarge Daisy Day got her stern bearing fixed; the schooner Adventure got her bottom scraped.

The propeller City of Duluth, of the L. M. & L. S. Line, which arrived from Lake Su-

perior Sunday, had on board nearly 1,000 barrels of fish.

The tug Commodore broke her crank Monday and will be laid up for repairs.

The tug Gordon brought in five vessels in a single tow Monday.

Captain Driecoll, now of the tug Alpha, will take command of the tug Halliday. Captain Alex Quinn has taken the wheel on the tug Mary McLane. Captain Arthur Napier is running the tug Chicago, Manager John being ill.

The tug Pearl B. Campbell has come here from Michigan City to tow, and will be commanded by Captain Dominick Barrett.

The tug Gordon was presented with a monster broom, made to order, on which is painted: "Win me if you can."

The steamers of the Goodrich line are very popular. A large number of passengers travel daily on their various routes.

The government building near the approach of Rush street bridge is in a sorry plight. The walls are cracked in many places and the building is shored up by timbers. The bad construction of the approach to the new bridge is the cause. The deputy collector has removed to No. 6 River street where captains can obtain clearances, etc.

The draws of the Adams street and Rush street bridges require dredging. The steamship City of Rome got stuck fast in both of those draws last Saturday, although she did not have on a full cargo. The city authorities should see to this instead of making so much bother about a little smoke.

The steamer A. B. Taylor, Captain Rogers, which runs between Holland, Saugatuck, South Haven and Chicago, brought over an excursion party, accompanied by their band, from Grand Rapids Friday, to visit the sights in this city.

The sidewheel steamer Milwaukee, Captain Smallman, brought over a large party of excursionists, numbering some 600, from Milwaukee on Sunday last.

More trouble is in anticipation among the tug owners, as Inspector Merki was around last week taking the names of tugs violating the smoke ordinance.

The old schooner J. W. Brown, which sank in one of the slips up the South Branch, was taken to her final resting place last Sunday. Rosel Downer, diver, went down and fastened some hawsers to her, fore and aft, and the tugs Alpha and Crane towed her along the bottom of the river out into deep water in Lake Michigan, where she was allowed to sink.

DULUTH.

Special to the Marine Record.

The Lake Superior News says it is reported on good authority that Captain Thos. Wilson of Cleveland has received a contract for taking the 10,000 tons of silver ore that is coming to Duluth from Montana.

The cargo and hull of the sunken propeller Winnipeg has been examined and found to be almost worthless. Very little of her original cargo is left in her and the machinery and boilers have been in water so long that they are fit for nothing but the scrap heap. It is not probable that she will be raised.

The Grimsby and Clinton, chartered by Miller & Montague, cleared on Saturday with 38,500 bushels of wheat.

The United States Lilghouse steamer Warrington was in port last Tuesday with

(Continued on 4th page.)

MARINE LAW.

CANISTEO-MURRAY COLLISION CASE.

The suit of the Phenix Insurance Company in admiralty against Captain Willey M. Egan, owner of the schooner George, formerly the schooner George Murray, was decided in the United States district court recently in favor of the defendant. The suit grew out of a collision between the George and the propeller Canisteo in the month of October, 1880. The Murray was bound for Chicago from Buffalo, coal loaded, and when abreast of the Waugochance light she was run into by the Canisteo, which struck her stern on, between the main and mizzen rigging on the port side. The Murray was damaged to the extent of about \$4,000. The Canisteo had her stem so badly twisted and broken that she leaked more than her pumps could free and she was run into shoal water and permitted to sink. The savage southwest gale of October 16 arose two days later and the Canisteo became a total wreck, as well as her cargo of grain and provisions. The Murray, while on her way up the lake, encountered the same gale and had to be put into North Bay for shelter. While at anchor there the schooner Montauk ran in and let go her anchors just ahead of the Murray. Her momentum was so great that she dragged down upon the latter vessel and carried away her headgear, jibboom, and bowsprit and did other damage. In the fall of the next year Captain Egan filed a petition in the district court through his attorneys asking that his liability for the collision between Murray and Canisteo be limited to the value of the vessel and her freight, and under these proceedings appraisers were appointed, who found that the vessel and her freight were worth \$24,000. The Phoenix Insurance Company, as underwriters for part of the Canisteo's grain cargo, subsequently brought suit against Captain Egan for \$7,200, the amount of the policy which they had written and had paid in full to the owners of the grain. They claimed that the Murray was at fault for the collision, and consequently liable for the loss sustained by the owners of the Canisteo. The insurance company called as witnesses the lookout, two seamen, and the female cook of the Murray, and the first mate in charge of the Canisteo. The only persons who testified in behalf of the Murray were the master, mate, and the man at the wheel. On the hearing of the case before a commissioner it was found that the Canisteo was at fault. This report was excepted to by the insurance company, but the court has affirmed the report of the commissioner and ordered the petition of the insurance company to be dismissed. The complainants have given notice that they will appeal the case to the circuit court. The latter were represented by Robert Rae and the former by Schuyler & Kremer.

PORTCH-NEGAUNEE COLLISION CASE.

A decision was reached at Chicago in the Portch-Negaunee collision case, which had previously had a hearing before Judge Blodgett, but with a jury, and the latter returned a verdict for the libellant. Judge Blodgett, however, set aside the verdict, and said he would have no more admiralty cases tried by a jury. He reversed the decision given at the first hearing. The collision occurred during the fall of 1880, about fifteen miles off Kewaunee. The Portch was bound for Chicago with a cargo of cedar ties, and the Negaunee with a cargo of coal. At the time of the collision the Portch was on the starboard tack, close hauled, and the Negaunee close hauled on the port tack. The wind was light, from the southward and a dense fog prevailed. No horns were heard from either vessel as they approached each other, and when they became visible in the fog the Portch was seen about 150 feet away, heading for the Negaunee's starboard main rigging. As soon as the Portch discovered the Negaunee her helm was put hard-up and she swung about a point, striking the Negaunee on the starboard side just forward of the cabin, slightly damaging the Negaunee. The Portch had her stem twisted off and her bow opened so that she waterlogged within a few minutes. The crew took to the small boats and obtained assistance from shore. The vessel was towed to Manitowoc, where repairs were made to the amount of \$10,000. She afterward collided with the steamer Leland and became a total loss. Jacob John-

son, owner of the Portch, brought action against the owners of the Negaunee to recover \$16,000 damages, claiming that the Negaunee was entirely at fault. The owners of the Negaunee charged the fault to the Portch. At the hearing it was urged that if there was fault on the part of the Portch it was only in her rate of speed, which was about five miles an hour. If this was too great a rate of speed in a dense fog, the Negaunee was sailing at the same rate and was also at fault, and the damage must be divided. The court held that both vessels were sailing at the rate of four or five miles an hour, and that this was a safe and proper rate of speed. Had they been going slower, there would have been the same amount of damage, and there would have been less opportunity to avoid collision because of the slowness with which the vessels would have answered their helm. The court also decided that the putting of the wheel up on the Portch and the putting of the wheel down on the Negaunee were orders and maneuvers attempted while the vessels were in extremest peril, and the masters were therefore not responsible if such maneuvers were the best that could have been given under the circumstances. In all other respects the evidence showed that both vessels were navigated with all due care and skill, and that the collision must be considered as an unavoidable one, and the damage must be borne by him upon whom it fell. H. W. Magee and C. E. Kremer appeared for the Portch, and Mix, Noble & White, of Cleveland, and W. H. Congdon for the Negaunee.

LITIGATION REGARDING THE COMMERCIAL LINE.

The litigation at Buffalo between Cornelia Hamilton, administratrix of the estate of Elisha Ensign, against George W. Holt and others was simplified on the 16th inst. by a decision handed down by Judge Haight in special term of the Supreme court. After reviewing the case the judge says in his conclusion of the law that \$543,533.72 is due Mrs. Hamilton from George W. Holt; that the assignment of George W. Holt to Isaac O. Crissey is void, and is annulled; that the receiver, Frederick L. Danforth, shall sell the real estate belonging to the late firm of Ensign & Holt, bounded by Ohio, Mississippi, and Liberty streets and Buffalo Creek, and the propellers Scotia, Russia, and Colorado, to satisfy the judgment for the plaintiff; that the bill of sale from George W. Holt to Isaac O. Crissey, of the steamer Roanoke, is void, and all the notes given in payment are canceled, and William L. Hodgman is appointed referee, before whom the account of Isaac O. Crissey, as assignee, shall be examined, and that all moneys derived from the settlement of the estate shall first be applied to the debt due Mrs. Hamilton, and the surplus of the balance in the hands of Receiver Danforth shall be paid into the hands of the court, to be held subject to its orders.

A DEMURRAGE CASE.

Thomas Hood recently brought suit against Jacob Johnson at Chicago to recover demurrage which he claimed the schooner Barbarian was entitled to by reason of the fact that she had been delayed in port unnecessarily to unload ties at the defendant's dock. The amount claimed was small, but Mr. Hood was awarded his full claim. In the light of the many demurrage claims which were filed early last month by the owners of vessels which were carrying ties, it is an important decision.

AN IMPORTANT QUESTION.

An important question, in which a well-known Chicago admiralty-lawyer is interested, has been referred to Justice Stanley Matthews, of the United States Supreme Court, and Judge Brown, of Detroit. The question arose out of the suit of the owners of the schooner John Wesley against several insurance companies to obtain the amounts of the policies on the vessel, on the ground that she was constructively a total loss. The definition of the term "constructive total loss," as it refers to marine insurance, is when the loss on the vessel exceeds 50 per cent of her whole value. When this is the case the owner of the endangered vessel can abandon her to the insurance companies by terms of the contract in the policy. The Wesley went ashore last September near Buffalo, and, after lying there nearly two months, was released and towed into Buffalo, and is now lying unused in the Erie basin. The owners abandoned her to the underwriters, but since the latter have succeeded in releasing her they refused to accept the abandonment, compelling the own-

ers to bring suit against them to recover the insurance. The question which they have submitted to Justice Matthews and Judge Brown is the one on which their whole case is based. It is simply to determine whether the cost of releasing a stranded vessel can be added to the cost of repairing her in making out a constructive total loss under the insurance policies now issued. A decision is expected daily, and it is being watched for with much interest, because there is a general belief among admiralty lawyers that the argument of the owners of the Wesley will be sustained. It is a question which has never arisen before, and, as there are several cases of the same kind pending in the courts—notably the cases of the schooner Typo and H. B. Moore—with numberless others liable to arise when there is a storm, it is a very important question. The marine insurance companies will fight it because it promises to place restrictions upon them which they have never had to stand before, and it will also compel them to pay total losses on the Moore and Typo. —Inter Ocean.

ARCTIC EXPLORERS.

The acting Secretary of the Navy received a telegram last week from St. Johns, stating that the Greely relief expedition has found the survivors of the Greely party, eight men in all. The survivors of the Greely party numbered seven instead of eight, as previously reported. Their names are Lieutenant Greely, Sergeant Brainard, Sergeant Fredericks, Sergeant Long, Sergeant Ellison, Hospital Steward Belderback, and Private Connell. They were found by the relief ships Thetis and Bear five miles off Cape Sabine in Smith's Sound. Sergeant Ellison was very badly frost-bitten and died at Godhaven July 6th, after undergoing a surgical operation. The relief ships Thetis and Bear with the survivors are now at St. Johns, N. F. The following dispatch was received at the Navy Department:

ST. JOHNS, N. F., July 17. Hon. William E. Chandler, Secretary of the Navy:

The Thetis, Bear and Lockgarry arrived here to-day from West Greenland. All well. We separated from the Alert 150 miles north, during a gale. At 9 p. m., June 22d, five miles off Cape Sabine in Smith Sound, the Thetis and Bear rescued alive Lieutenant A. W. Greely, Sergeant Brainard, Sergeant Fredericks, Sergeant Long, Hospital Steward Belderback, Private Connell, and Sergeant Ellison, the only survivors of the Lady Franklin Bay expedition. Sergeant Ellison had lost both hands by frost-bite, and died July 6th at Godhaven, three days after an amputation which had become imperative. Seventeen of the twenty-five persons composing the expedition perished of starvation at the point where found. One was drowned while sealing to procure food. The twelve bodies of the dead were recovered and are now on board the Thetis and Bear. One, Eskimo Turveik, was buried at Disco, in accordance with the desire of the inspector of Western Greenland. Five bodies buried in the ice near the camps were swept away to sea by the winds and currents before my arrival, and could not be recovered. The names of the dead recovered, with the date of their death are as follows: Sergeant Cross, January 1, 1884; Wedenck Eskimo, April 5th; Sergeant Linn, April 6th; Lieutenant Lockwood, April 9th; Sergeant Jewell, April 12th; Private Ellis, May 19th; Sergeant Ralston, May 23d; Private Henry, June 5th; Private Schneider, June 18th. Names of the dead and buried in an ice fort, with date of death, whose bodies were not recovered, are as follows: Sergeant Rice, April 9, 1884; Corporal Salen, June 30th; Private Bender, June 6th; Assistant Surgeon Parry, June 6th; Sergeant Gardner, June 12th; drowned by breaking through heavily formed ice while sealing, Jens Edwards, Eskimo, June 24th. I would earnestly suggest that the bodies on board be placed in metallic cases here for the safer and better transportation in a seaway. This appears to me imperative.

Greely abandoned Fort Conger August 9, 1883, and reached Baird Inlet September 29th, following, with the entire party, and well. They abandoned all the boats and were adrift thirty days on an ice floe on Smith's Sound. His permanent camp was established October 21, 1883, at the point where he was found. During the nine months his party had to live upon a scant allowance of food brought from Fort Conger, and that was cached at Payer Harbor and Cape Isabella by Sir George Nares in 1875, but was found much damaged by the lapse of time; that cached by Beebe at Cape Sabine in 1882, and a small amount saved from the wreck of the Proteus in 1882, and landed by Lieutenants Garlington and Colwell on the beach near where the Greely party was found. When these provisions were consumed the party was forced to live upon boiled sealskin stripped from the sealskin clothing and lichens and shrimps procured in good weather, when they were strong enough to make exertions. As it took 1,300 shrimps to fill a gallon measure, the labor was too exhausting to depend upon to sustain life entirely. The channel between Cape Sabine and Littleton Island did not close on account of the violent gales all winter. So that 240 rations at the latter point could not be reached. All Greely's records and all instruments brought by him from Fort Conger are recovered and are on

board. From Hare Island to Smith's Sound I had a constant and furious struggle with ice in impassable floes. Solid barriers were overcome by watchfulness and patience. No opportunity to advance a mile escaped me, and for several hundred miles the ships were forced to ram their way, from lead to lead, through ice varying in thickness from three to six feet, and when rifted, much greater. The Thetis and Bear reached Cape York June 18th, after a passage of twenty-one days in Melville Bay, with the two advance ships of the Dundee whaling fleet, and continued to Cape Sabine. Returning seven days later, they fell in with seven others of this fleet off Wostenholme Island, and announced Greely's rescue to them, that they might not be delayed from their fishing grounds nor be tempted into dangers in Smith's Sound, in view of the reward of \$25,000 offered by Congress. Returning across Melville Bay, we fell in with the Alert and Lockgarry off Devil's Thumb, struggling through heavy ice. Commander Coffin did admirably to get along so far with the transport so early in the season, before the opening had occurred.

Lieutenant Emery, with the Bear, has supported me throughout with great skillfulness and unflinching readiness in accomplishing the great duty of relieving Greely.

The Greely party are much improved since the rescue, but were critical in the extreme when found, and for several days after. Forty-eight hours' delay in reaching them would have been fatal to all now living. The season north is late, and is the closest for years. Smith's Sound was not open when I left Cape Sabine. The winter about Melville Bay was the most severe for twenty years. This great result is entirely due to the unwearied energy of yourself and the Secretary of War in fitting out this expedition for the work it has had the honor to accomplish.

W. S. SCHLEY,
Commander.

REGARDING INSPECTION FEES.

The Secretary of the Treasury has sent a circular of instructions to the collectors of customs pertaining to the collection of fees for inspecting steam vessels. The reduction makes the fee instead of \$25 for the first 100 tons only \$10, and instead of 10 cents for each additional ton only 5 cents. The instructions are as follows:

You are hereby directed to collect from all steam vessels whose certificates remained on hand unpaid, and which vessels were actually inspected by the inspectors of steam vessels prior to July 1, the fees provided in section 4,458, Revised Statutes, namely: "For each steam vessel of 100 tons or under, \$25; and, in addition thereto, for each and every ton in excess of 100 tons, 5 cents."

The local inspectors of steam vessels have forwarded to the supervising inspector the application of the owner of the steamer Lucilla to have his craft relicensed as a passenger yacht. Accompanying Mr. Shufeldt's application is a letter from the local inspectors describing the Lucilla and her appointments. The object of the inspectors in taking this roundabout action is to get a legal opinion, so they can have a precedent for future cases of a similar nature. Mr. Shufeldt's object in obtaining a yacht license was to secure for himself and his friends the right to enjoy a ride upon the lake without interference. Recently the Lucilla and several other tugs were fined \$500 each for carrying friends of the captains, and it is proposed to do away with this annoyance by changing the character of the vessels. —Inter Ocean.

A certain lighthouse keeper, newly appointed to a post on the St. Lawrence river, was told by the coastguard officers that complaints were made against him. "For what?" "Well," replied the officer, "they say that your lights do not burn after twelve o'clock at night." "Well," was the reply, "I know they don't, for I put 'em out myself then; for I thought all the vessels had got passed by that time, and I wanted to save what little the supply boat leaves, till it comes again."

The Secretary of the Treasury has had several inquiries concerning the operation of the Shipping Act of June 26, 1884, as affecting the duties of shipping commissioners. In response to one of these he says: "You are informed that the act in question (section 10) as constructed by the department modifies the pre-existing law to the extent of prohibiting the paying of any remuneration for the shipment of seamen to person other than a United States shipping commissioner." The new law does not, however, impair or in any way modify the provisions of the Revised Statutes, which in effect, allow the owner, consignee or master of a vessel engaged in the coasting trade (except in the case of a vessel of seventy-five tons or upward, in trade between Atlantic and Pacific ports,) or between the British North American possession, the West India Island or the Republic of Mexico, to perform the duties of shipping commissioner in respect to such vessel without compensation.

The steamer Lucille and schooner Wm. Jones collided in the main river near Lake street bridge, Chicago, and the Jones was considerably damaged.

HISTORY OF THE GRACE GRUMMOND.

The Grace Grummond went to Agate Bay yesterday but she did not return. When the Dove pulled out yesterday afternoon the Grummond was still there and that was the last that has been seen of her by Duluth people. She no doubt went on to Chicago. Inasmuch as the steamer Grace Grummond has figured in marine annals hereabout with considerable prominence recently the public will perhaps be interested in a short sketch of her career. The steamer, originally called the Search, was built at the Philadelphia navy yard in 1856, for the express purpose of exploring and surveying Lake Superior and parts of Lake Michigan and Huron. She performed this service satisfactorily, was found to be an excellent sea boat and remained in the government service until the year 1874, when she was laid up at Detroit. The government offered her at this time for \$10,000, but could not sell at that figure. In 1875, Stephen Grummond, a millionaire of Detroit, bought her for \$4,000, christened her anew after his daughter Grace and ran her for one season out of Chicago as an excursion boat. Shortly afterward, Frank Welcome (now captain of the Siberia) bought the craft for \$10,000 and ran her for three years, first in her old excursion business and later during the three years he had an interest in her, between Chicago and South Haven, where according to report she lost money. About the time Welcome bought her he sold a half interest to O'Connor and Lawler, of Chicago, there still being a \$2,000 mortgage for money due Grummond, O'Connor & Lawler paying \$3,000 for their half. Mr. Welcome was unable to extricate the boat from her financial difficulty and so O'Connor & Lawler became sole owners. Last year these gentlemen are credited with having been as fortunate (?) with her as their predecessors, and now at Duluth is repeated the history of former seasons.

Mr. O'Connor's statement that a mortgage of \$2,000 does not still hold the boat is proved false by the statement of another gentleman who has seen the mortgage and the bond accompanying it. Under its provisions the boat could have been taken possession of by Stephen Grummond while she was here as she violated one clause in it, namely, that if an indebtedness of \$500 was at any time made against the boat he, Grummond, could take immediate possession without any legal proceeding being necessary.—*Duluth Herald*.

LITERARY NOTICES.

The ATLANTIC MONTHLY for August treats lovers of good magazine literature to a variety of articles, all of which are choice, including "In War Time," by S. Weir Mitchell; "Carpe Diem," by E. R. Sill; "The Twilight of Greek and Roman Sculpture," by William Shields Ljcomb; "The Zig Zag Telegraph," by Lloyd G. Thompson; "The Rose and the Oriole," by Thomas William Parsons; "A Cook's Tourist in Spain," "Dinky," by Mary Beale Brainerd; "Nathaniel Parker Willis," by Edward F. Hayward; "The Edda among the Algonquin Indians," by Charles G. Leland; "The Thunder-Cloud," by James T. McKay; "Bugs and Beasts before the Law," by E. P. Evans; "An Old New England Divine," by Kate Gannett Wells, and "The Anatomizing of William Shakespeare," by Richard Grant White.

St. NICHOLAS for August is a protusely illustrated and seasonable midsummer number. It opens with an illustrated article on "Old Shep and the Central Park Sheep." The frontispiece, by Monks, is also illustrative of this paper. Blanche Willis Howard writes a simple add pathetic story of German child-life, with a happy ending, called "Frieda's Doves." The two illustrations, by Fr. Lipps, "The Corner of the Cathedral," and "The Dormer window," are of scenes closely identified with the author's own life in Germany. Celia Thaxter appears in this number in a new role—as the illustrator of Joel Benton's quaint poem, "The Curious House." An interesting and instructive paper is that entitled "paper; its Origin and History," by Chas. E. Bolton, which is accurate without being technical, and is illustrated by W. H. Drake. There is a thrilling account of a great fire in Constantinople, and of its inadequate fire department. Louisa M. Alcott contributes a summery "Spinning-wheel Story," called "The Little House in the Garden."

The August HARPER's will be especially noteworthy for its papers on American places—"The Gateway of Boston," in which W. H. Rideing describes and Messrs. Hall and Garrett picture Boston harbor; Salt Lake City, described by Ernest Ingersoll, with fifteen illustrations; and Richfield Springs, a paper with special reference to their medicinal waters, by F. J. Nott, M. D. Mr. Boughton will continue his chatty "Artist Strolls in Holland," in company with Mr. Abbey. Art will be represented by a paper on the work of the "Associated Artists" by Mrs. Harrison, with charming illustrations of the needle work designs of Mrs. Wheeler, Miss Dora Wheeler, and others,

as well as by the frontispiece reproduction of Mr. Dewing's rose-painting, "A Prelude," sport, by "Antelope Hunting in Montana," with illustrations by Beard and Frost; history, by the first of a series of brilliantly written and illustrated papers on "The Great Hall of William Rufus," by Treadwell Walden. William Black's and E. P. Roe's novels will have their usual superb illustrations by Abbey, Gibson and Dielman, and more of the charming landscape illustrations by Alfred Parsons will accompany a further installment of Mr. Sharp's poem-pictures, "Transcripts from Nature." There will also be stories and poems by Mrs. Macquoid, Mr. Bynner, Lucy Larcom, Mrs. Fields, and others. A paper on "The Building of the Muscle" will be contributed by Julian Hawthorne. Among Mr. Curtis's topics in the "Easy Chair" are National Conventions and College Commencements.

THE AUGUST CENTURY—As usual with the "Midsummer Holiday Number," the August Century is uncommonly attractive in pictures, fiction, and anecdotal papers. An outdoor quality, appropriate to the season, is noticeable in John Burroughs's fresh woodland and field paper, "A Glance at British Wild Flowers," which Alfred Parsons, the English artist, has illustrated in a lively decorative style. Of midsummer character, as well, are two brief essays, one "A Summer Hollinight" meditation by Miss Edith M. Thomas; and the other, an essay by Dr. Edward Eggleston on "Americans at Play," in spite of a popular prejudice that we are an over-worked, heavy-hearted people. Of the anecdotal papers, W. T. Stead's sketch of "Chinese Gordon" has the flavor of personal acquaintance, Miss Helen Zimmern gives an intimate biographical sketch of the Queen of Roumania. An authentic paper on "General Sam Houston," by Alexander Hynds, is full of anecdotes of that remarkable backwoodsman and pioneer statesman. Other illustrated series on "Recent Architecture in America" and the first paper of a classical series by William J. Stillman, "On the Track of Ulysses," in which he describes his trip by yacht to the supposed places visited by Ulysses during his adventures as described by Homer in the Odyssey. The illustrations were drawn for the magazine by Harry Fenn. In the matter of stories, the most inveterate reader of fiction will find an abundance including one of Frank R. Stockton's humorous tales, the "Remarkable Wreck of the Thomas Hyke," an illustrated humorous story of the Greenwich quarter in New York, entitled "An Effect in Yellow," by "Ivory Black," the author of "Rose Madder," which appeared in the May number; and continuation of Mr. Cable's "Dr. Sevier," which contains stirring scenes of the opening of the war, probably as vivid and effective as anything Mr. Cable has yet written. The serious side of this number includes an important paper by Isaac L. Rice, who lays out "Work for a Constitutional Convention," a striking paper by the Rev. Dr. Washington Gladden, on "Three Dangers" to Society, meaning Intemperance, Divorce, and Business Gambling. The latter subject is also discussed in "Topics of the Time." Among the contributions to "Open Letters" is "Bombardment of Alexandria," by Lieut. Commander Goodrich of the United States Navy.

A MYSTERY EVOLVED.

An article upon the early history of navigation in Lake Superior, taken from the MARINE RECORD, of Cleveland, and copied by the News of June 21st, gave rise to a rather odd incident. Among the list of disasters there recorded was the loss of the schooner Merchant in 1847, with several passengers and a large crew. Mr. William Galloway, of this place, in reading over the names of the latter, came across two, James Crumer and James Clark, of Port Sarnia, Ont. The names seemed quite familiar and he recollected that in his early boyhood in one of the country villages of Canada two men of those names had very mysteriously disappeared. They had gone away in search of work and had never returned, and what had become of them had never been learned. One of them left a wife and family. The former lived single for ten years after, until concluding that her husband was dead she had married again. In a small country town the memory of such a mysterious disappearance lingers a long time, and even to this date it was a mystery among some of the older folks what had become of these two men. The first intimation of their fate, Mr. Galloway says, will be received by the marked copy of the News, which he sent to his former residence. In this connection, Captain Spalding, superintendent of the canal, gives some interesting reminiscence regarding the loss of the Merchant, upon which these men sailed. It left Sault Ste. Marie early in the summer of 1847 and was caught in a storm and probably foundered with all on board. There was not the least trace of her to be found afterward, and as to why or where she sunk is mere conjecture. Some Indians have stated that it was near Michipicoten Island, and declare that they have seen her form in the bottom on occasions when the water was especially clear. There was aboard her at the time of the disaster \$600,000 in specie, which was being taken up by some of the officers of the National Mining Company.—*Chippewa County News*.



Send for catalogue.

SIGNAL LAMPS,

—WITH—

Patent Fluted Lens And Perfect Colors.

GET THE BEST & AVOID COLLISIONS.

These Lamps give a more brilliant light than any Signal Lamp now in use. They have been adopted by the principal Ocean and Lake Steamers and Vessels, and are for sale in the principal ports on the Atlantic coast and lakes.

French Wrought Iron Ranges and B oilers for Steamers and Hotels, Manufactured by

Felthousen & Russell,

139 & 141 MAIN ST., BUFFALO N. Y.

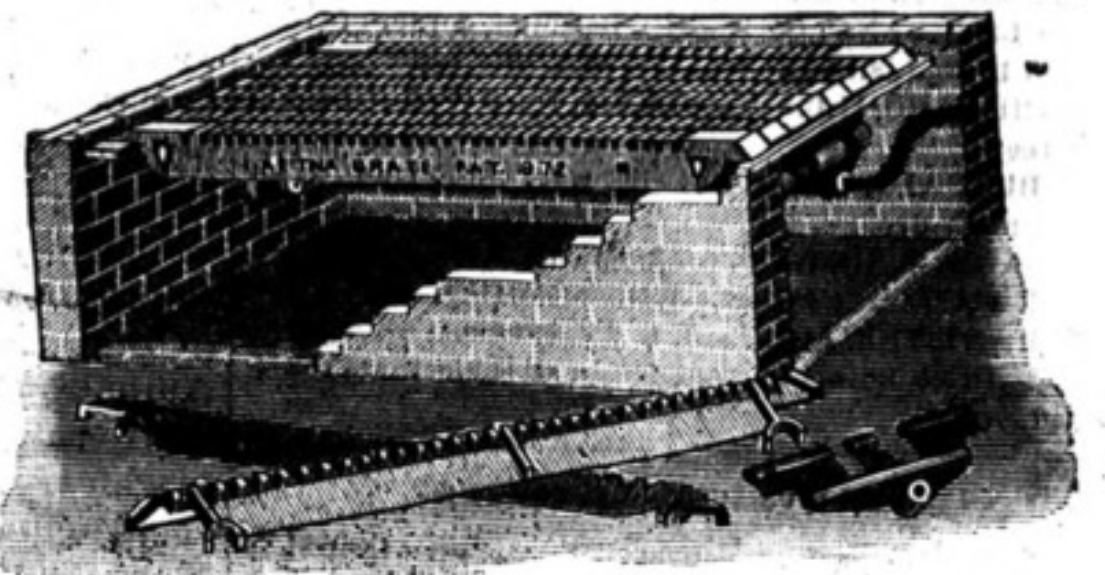
THE AETNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



ST. MARY'S OHIO. MONTPELIER, OHIO.

OAR FACTORIES.

BRECKENRIDGE, MICH. CARROLLTON, MICH.

DE GRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

Cordage, Oakum and Anchors,

Wire Rope, Chains, Oars, Blocks, Buntings,

RUSSIA BOLT-ROPE, FLAGS, COTTON & FLAX DUCKS,

Marine Hardware and Ship-chandlers' Goods Generally.

34 and 35 South-st, New York.

T. E. WILSON,

SUB-MARINE DIVER.



All Kinds of Water Work

DONE PROMPTLY TO ORDER

HEADQUARTERS,

Upson & Walton's, River Street,

Or, 137 Hermann-St, Cleveland, O.

FOR SALE.

Quarter Interest in the large Tug Samson.

One of the most powerful tugs on the lakes. She was built at St. Catharines by Shickluna, rebuilt in 1881 and measures 181 (new) tonnage. She is straight A2, with insurance valuation of \$16,000, and can be insured for \$19,000. Will sell quarter for \$3,400; part cash, balance on easy terms. Address MARINE RECORD OFFICE.

For Sale or Exchange, Tug Annie Robertson.

Length over all 51 3-10 feet, breadth 13 3-10 feet and depth of hold 6 feet; draws 5 1/2 feet of water; measures 9 24-100 (new) tons, and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8 1/2 feet long and 4 1/2 in diameter. Warranted in No. 1 condition and subject to inspection. Price, \$3,800. Address MARINE RECORD OFFICE.

FOR SALE STEAM BARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, \$15,300. Address MARINE RECORD OFFICE, No. 144 Superior street, Cleveland, O.

FOR SALE, A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price \$4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

FOR SALE,

One-half Interest in a New Steam Yacht,

To an ENGINEER who will give his own services. For full particulars address, DEVLIN & CO., Marine Conveyancers, 156 Washington-st Chicago.

Vesselmen

SHOULD HAVE

OUR MARINE LAW BOOK.

Containing all points of MARINE LAW as determined by the United States Courts

—ON—

Seamen, Freight, Towing, Collisions, General Average, Duties of Seamen, Masters & Owners, Bill of Lading, Wages, &c.

The volume is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for \$1.00.

FOR SALE, AT THE GLOBE IRON WORKS.

SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high.

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

The Marine Record.

Published Every Thursday at 144 Superior Street, (Leader Building.)

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid, \$2.00
Six months, postage paid, 1.00
Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The MARINE RECORD can be found for sale by the following news dealers:

CLEVELAND, OHIO.—G. F. Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, Michigan street Swing Bridge.

SARNIA, ONT.—D. M. McMaster & Co.

ESCANABA, MICH.—William Godley.

MANISTEE, MICH.—J. E. Somerville.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or \$1.20 per inch, each insertion; four weeks \$4.00; with a liberal discount on orders amounting to \$40.00 or over.

All checks and drafts should be drawn to the order of A. A. Pomeroiy.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JULY 24, 1884.

BILLS OF LADING.

The subject of bills of lading seems to be attracting a good deal of attention just now. Experience is fast proclaiming the need of new regulations in this matter, particularly so far as ocean traffic is concerned. When the carrier takes a cargo, or a certain number of packages, into his keeping for the purpose of transporting them to a given point he is, to a certain degree, bound to deliver such cargo or packages in like condition as when he took charge of them. If the goods are perishable and the time of voyage is altogether too long, neither the shipper nor the carrier thinks of taking that method of transportation. The risk is too great and some other means is employed. But, all reasonable contingencies considered, the freight being imperishable, water being available and the ship believed to be staunch, the two come together upon something like equal terms. The shipper reposes a certain amount of confidence in the carrier, and the latter makes himself worthy of it. The fact that he takes the goods and receives pay for transportation implies that he is, to a certain extent, responsible. The responsibility can not rest wholly on one side. Let this idea become prevalent and where would the carrier stand in the course of time with the shipping public? But shippers, by the conditions of their bills of lading, are constantly widening the degree of their responsibility, and as constantly narrowing the degree of public confidence in their integrity. An article published in our last issue calls a case in point where the bill contained a clause that "no damage that can be insured against will be paid for." That certainly touches the limit, both of moral liability and egregious folly. Luckily for the carrier, the courts are taking a far different view of the question of liability in almost every case that is brought before them on evasions of this sort. Such a clause is held to be obnoxious to public policy, and therefore void. The court also declared that "if a carrier would refuse to carry unless promises were made to him that he shall not be charged with any miscarriage, that promise is void." We say it is lucky for the carrier that such decisions are made, and they can see that it is so with half an eye. If the courts should hold these bills of lading as valid contracts in law it would speedily relieve the carriers of a great deal of business they now get despite the offish attitude they now assume toward the shipper. We suspect they are as well aware of this as we are and merely take this method of throwing all claims for damages into the courts, thinking that the many small claims which they thus avoid entirely will put money enough into their purses to liquidate those for which they are prosecuted and leave a profit beside. This is bad policy, however, and one which will eventually work injury to those practicing it.

What carriers should, more than anything else, strive to do, is to put themselves into the confidence and goodfellowship of those for whom they desire to transact business. This is in accordance with business axioms, and should hold good with carriers, unless there is an exemption clause in their favor hidden away somewhere.

SPEED OF OCEAN STEAMERS.

Many of those people who have read of the quick trips of ocean steamers, and have been confidently expecting to see the time reduced, will be somewhat astonished to learn that the quick time was made by an extraordinary consumption of fuel. It is said that the steamer Oregon, in averaging a little less than eighteen knots an hour burned 337 tons of coal per day. The Aurania, whose speed was a little less than seventeen knots per hour, burned 240 tons per day. This naturally creates the impression that it was the ninety-seven extra tons of coal consumed that made it possible for the Oregon to attain this one knot per hour over the Aurania, especially when we remember that there has been no great improvement in machinery for some years past. Only the compound marine engine makes the present high rate of speed possible. Older steamers, like the Persia and Arabia used to burn 250 tons per day in making twelve or thirteen knots per hour, but since their time the machinery above mentioned has enabled this rate of speed at one-tenth the consumption. When steamers are pushed above this rate, however, as the above figures prove quite conclusively, the coal must suffer for it. The above facts also show that until some radical change in fuel or its consumption is brought about there will be little further increase in speed attained. To make a trip occupying six days at the rate of eighteen knots per hour, over two thousand tons of coal must be carried, which, to say nothing of the cost of coal takes up far too large a share of the capacity of the vessel to make such speed profitable. One of these days a method of extracting the heating principles from coal, condensing it into smaller space and making it possible to leave the immense bulk on shore and save space and stoking, will be discovered, and possibly the improvement in machinery will keep pace with the more economical fuel, but until that time we need not reasonably look for greater speed except at greater expense.

SALVAGE.

A new feature is about to be put on the question of salvage, a decision of Judge Brown of Detroit being cited as a precedent, in a case of S. B. Grummond against the master of a vessel who recovered a part of a deck load of shingles, wherein Judge Brown decided that the master of a vessel could leave her whole cargo in the lake if he so desired and nobody had any right to touch it under any circumstances, nor to claim pay for recovering it unless there was first a contract in which pay had been stipulated. The question in point is brought against a Chicago saloon keeper, who was arrested on the charge of stealing lumber from the schooner Harriet Ross, but who, in his defense, claims that he had picked it out of the river where it had been lost by the thumping of the vessel against the dock; he will also claim that he had a right to store it and hold it for salvage. Under the decision cited above any vessel master lays himself liable to fine and punishment for larceny under state laws, unless he advertises the fact that he is in possession of such property. We therefore advise vessel masters to religiously avoid taking charge of any property they find floating in the lakes, as it is likely to give them trouble to recover and still more to utilize. The question brings to mind a case of a traveler passing through the Berber country. He found a sack lying by the roadside, apparently abandoned. Having the temerity to open it he discovered that it was filled with feathers. He reached the capitol and reported the fact to the authorities, after which he was summoned before the chief and questioned in regard to his find, being asked, among other questions, how he knew that the sack contained feathers. He replied that he had opened the bag and had seen them. The chief said that it was a law of the country that any inhabitant thereof had the right to leave any of their property by the wayside and the confidence that they would be pro-

tected in that right by the laws of the country by the punishment of any one who touched such property. The curious traveler, who intended to do a good act, suffered the penalty of having his right hand cut off, for violating this law of the Berber.

In view of recent experience regarding explorations looking toward the discovery of an open polar sea and the mysteries of the north pole, we are prepared to advance the theory that, in case of another attempt being made by the government, it sends out a relief expedition instead of an exploring expedition. It will then have the satisfaction of feeling that the expedition will return without the sacrifice of life and loss of labor that has heretofore attended these exploring parties. An account of the last venture will be found in another column, and when it is asked what has been gained by the Greeley and former expeditions no better answer can be given than the following expression of Lieutenant Maury, who went out with the famous Grinnell expedition. He said:

"Voyages of discovery, with their fascinations and their charms, have led many a noble champion both into the torrid and frigid zones; and notwithstanding the hardships, sufferings, and disasters to which northern parties have found themselves exposed, seafaring men, as science has advanced, have looked with deeper and deeper longings toward the mystic circles of the polar regions. There icebergs are framed and glaciers launched. There the tides have their cradle; the whales their nursery. There the winds complete their circuits and the currents of the sea their round in the wonderful system of oceanic circulation. There the aurora borealis is lighted up, and the trembling needle brought to rest; and there, too, in the mazes of that mystic circle, terrestrial forces of occult power and of vast influence upon the well being of man are continually at play. Within the arctic circle is the pole of the winds and the poles of the cold, the pole of the earth and of the magnet. It is a circle of mysteries; and the desire to enter it, to explore its untrodden wastes and secret chambers, and to study its physical aspects, has grown into a longing. Noble daring has made Arctic ice and water classic ground. It is no feverish excitement nor vain ambition that leads men there. It is a higher feeling, a holier motive—a desire to look into the works of creation, to comprehend the economy of our planet, and to grow wiser and better by the knowledge."

The developments of the proposed convention of lumber men in Chicago in August will be watched with interest by owners and masters of lumber carriers, and in fact, carriers of all descriptions, as they will advocate shutting down the mills after September 1st, and every effort should, in the meantime, be made to counteract the influence that this meeting will be likely to have on that industry, with the ostensible end only of bulling the market. Should this proposed action prevail it would practically lay out of business one-half of the entire fleet of the lakes, and throw out of employment hundreds of men depending upon the enormous lumber trade of the lakes for a livelihood.

It is thought that the present wholesale shipping of grain at low rates will bring about a stagnation in the carrying trade during the early fall months. The present condition of the lumber and coarse freight markets makes it possible for grain, coal and ore shippers to set their own prices for carrying. Although July is generally a dull month for these branches of trade, we can not see that they will improve much in August or September. The fact that the passage of the Dingley shipping bill, which removes many of the annoying and apparently needless charges against vessel property, is the one bright spot on the mariner's horizon.

An Ottawa dispatch says: "The Mayor of Ogdensburg, N. Y., and Alderman Hall had an interview with the commissioner of customs regarding tonnage dues on Canadian vessels entering the United States, which the recent bill passed in Congress decided to revoke. The deputation wanted to know what action the government would take regarding the matter. The commissioner explained that American vessels are admitted free, and the Washington government would be officially notified of the fact."

We wish to call the attention of vessel masters to the fact that they are no longer held for the hospital tax, as we understand that some are still making collections from

the crew. The law abolishing the tax went into effect July 1st, and all collections made after that time will not be received by collectors of customs.

A beacon light erected by the government of Canada in Collingwood harbor, on Georgian Bay, in the North Riding of Simcoe, Ont., was put in operation on the opening of navigation this year. Lat. N. 44 degrees, 30 minutes, 40 seconds; long. W. 80 degrees, 12 minutes, 45 seconds. The light is fixed red dioptric, elevated twenty-three feet above water, and should be visible from all points of approach. It is only required to show within the limits of the harbor. The structure consists of a small pier, surmounted by a shed painted white, and a mast on which the lantern is hoisted. It stands on the starboard side of the curved, dredged channel, at its most southwesterly point, the light being intended to show the dredged channel at night.

A light has been erected by the government of Canada, on the Lime Kiln Bank, on the north side of the Miramichi river, below the town of Newcastle, in the county of Northumberland, New Brunswick, and the light was put in operation on the 1st instant. Lat. N. 47 degrees, 45 seconds; long. W. 65 degrees, 33 minutes, 40 seconds. The light will be fixed red dioptric, elevated eighty-seven feet above high water mark, and should be visible nine miles. The building is a square wooden tower, twenty-three feet high from ground to top of roof, painted white with red roof.

TO THE WHITE MOUNTAINS AND SEASHORE.

A series of three grand excursions via the Bee Line, C., C. & I. railway, July 29th and August 13th, to Niagara Falls down the beautiful St. Lawrence river, and taking in all principal points of interest in the mountain regions at the lowest rates. For particulars ask ticket agents of C., C., C. & I. Ry., or D. U. R. R.

[Duluth—Continued from 1st Page.]

supplies, etc. The Chamber of Commerce committee having in charge the matter of range lights for our harbor, met the chief of the lighthouse board for this district, who was aboard, and presented the necessity for such improvement.

Wheat rates from Duluth to Buffalo are 3 cents.

The Chamber of Commerce, of Duluth, having had several meetings in favor of the harbor, varied the monotony by having one in favor of the contractors. But they all amounted to the same thing, viz., that the bottom of the dredged area in our harbor should have a clean level of at least sixteen feet, and that much more than enough money has been appropriated to have secured this depth. It is probable that investigations will follow. Your correspondent does not see how it can be avoided. B.

SAUGATUCK.

Special to the Marine Record

The side wheel steamer Alice Purdy, runs between Saugatuck and Richmond with the mails and passengers.

James Elliott, shipbuilder, is building a handsome steam barge for Captain R. C. Brittain, of the following dimensions: Length over all 112 feet, keel 100 feet, beam 23 feet, depth of hold 8 feet 6 inches, her engine 14x20, will be built by H. Blocker, Grand Haven and the boiler 10 feet long 6 feet shell by Johnson Bros., Ferrysburg.

James Elliott has rebuilt the tug Constitution, formerly of Chicago, and made her nearly as good as new; she is for sale.

John Priest, shipsmith, does all kind of shipsmith including tillers, anchors, cables and ironing. He supplied the tiller for S. Moore new steam yacht and the ironing for J. Martel's new tug.

O. R. Johnson & Company's, lumber saw-mill keeps running steadily.

Captain J. B. Martel, has just completed for Captain Sam Morris of Chicago, a steam yacht 74 feet over all, 14 feet 5 inches beam, 6 feet depth of hold, she is built of oak from the keel to the rail and fastened throughout with galvanized iron spikes. She will be launched soon. He is also building a very fine tug 84 feet over all, 17 feet 8 inches beam, 9 feet 6 inches depth of hold, keel 9x9, frames 4 inches double and 21 inches from center, planking 3 inches, mainbeam 12x12, other beams 10x10, she is being built of the very best material and will be of sufficient capacity to carry a 22x24 engine. She is as near as possible the same model as the John Gordon, built by him for Geo. Gilman, of Chicago, early in the spring. J. B. M. will bet \$100 that the new tug he is building will beat the John Gordon in a 3 mile race as badly as the latter beat the tug O. B. Green, a short time since. She is for sale to the highest bidder.

DETROIT.

Special to the Marine Record.

July 22—The steamer Fessenden, after undergoing some temporary repairs, took her departure on Saturday for Buffalo, where they will be thoroughly carried out. The amount of damages sustained will not vary far from \$8,000.

The steamer Ivanhoe, which, up to a few days past, has been plying between Detroit and Mount Clemens, has been withdrawn from the route, which is much to be regretted. She is far better adapted to the route than the other steamer, but the latter cutting the fare down to 25 cents for the round trip was the straw which weakened the camel's back, and Captain Allen did not see fit, after being to so much expense to place the right kind of a boat for the accommodation of the travelling public, to run her at less than cost. She will shortly be placed elsewhere, and it is hoped, meet with better success.

The propeller Wissahickon, bound down, stranded at the head of Detroit river, on Grosse Point shoal, on Sunday and was delayed a few hours before getting released. The steamer Garland lighted her and got her off without damage.

Since Friday last upwards of 1,000,000 bushels of grain has left Chicago for lower ports, some of which has already passed this point, all of which is on board of large class steamers or vessels, and rarely a medium-sized craft passes here grain laden from that port.

A fine schooner-rigged steam yacht is expected here to-morrow en route for Georgian Bay. She is called the Zenobia, was built at the Isle of Wight, England, and is owned by the bishop of Algoma. She measures 18 tons, and has an eleven knot speed.

The new steambarge Rhoda Emily, launched recently at Trenton, and built by John Craig, is here at the Riverside Works taking on her machinery, and in a few days will take her departure westward. She will be employed in the lumber and grain trade. She is 180 feet over all, 32 feet beam, with 13 feet hold. She is owned by the Escanaba and Lake Michigan Transportation Company and will be sailed by Captain James W. Brion.

The tug Relief, which was burned Friday near Starve Island, Lake Erie, had been twenty-nine years in service on the lakes. Originally she was intended for wrecking purposes and followed that occupation successfully for several years. Latterly she has been employed in towing rafts.

In the marine districts of Superior, Grand Haven, Huron and Chicago there are owned 547 steam vessels. In the half year to June 30th they carried 1,342,828 passengers without the loss of a single life.

John Willis, a lumber merchant of St. Mary's, Ont., suicided by jumping overboard from the steamer United Empire Sunday in Lake George, while on the way to Lake Superior.

The scow Mary Alice, which capsized in a squall on Lake St. Clair, as last reported, has been recovered and brought to this port with nearly all her cargo of lumber.

Lake freights continue at a low ebb and inquiries for grain carriers are very rare. The principal charters are for coal from Toledo to points westward. From that port to Lake Michigan the rates are from 70c to 75c. Ore from Escanaba to Detroit, 85c; lumber, Alpena to Chicago \$1.75 on the rail, and from Alpena to Detroit, \$1.25.

The schooner D. G. Fort lies anchored in the stream awaiting a charter. The John O'Neill is also here, discharging ore.

The barge St. Joseph was seized by the United States marshal at this port on Friday for a tow bill. She had been previously seized at Bay City for the same debt, but made her escape, but this time she will have to fork over.

The tug Oswego, which has been receiving extensive repairs here and newly painted, has gone into service again. She is the fourth tug that commenced towing on the rivers and lakes and originally came here from Oswego.

The propeller Atlantic, which came up here on Saturday from Cleveland, en route to Mackinaw, had on board sixty round-trip passengers beside a good freight. Quite a number took passage also from here.

Towing as of old has long since become a thing of the past, and few would have be-

lieved that the present climax would ever have been arrived at. In the long ago, and not far back either, tugs rarely searched for vessels beyond fifteen or twenty miles from the rivers, and they felt mighty independent at that, but now it is from port to port, and the instances are rare that a tow is picked up out in the lake. Another revolution may be referred to while on this subject, with reference to the construction of steambarges, which in former days arranged the after part of the ship for the officers and the forward part for the crew. But we see no more of this, for the honorary part of the vessel is now solely for the crew, and vice versa the officers.

The excursion steamers at this port are making money beyond a precedent, and it is not putting it wide of the mark by stating that from five to eight thousand daily take part in this healthy recreation. Five steamers are constantly thus employed until a late hour at night.

The barge Eighth Ohio, sunk at Springwells, is being raised preparatory to going into commission again. She is now owned by Captain H. L. Brown, of this city.

The schooner Reuben Doud, which, the latter part of the week, received a new bowsprit at this port, and took her departure on Saturday, westward, was met by the steamer Idlewild above the flats with her jibboom broken short off; cause unknown.

The remaining machinery for Captain Hawgood's new steambarge at Bay City was shipped from the Riverside Works here the latter part of the week, and it is expected she will soon be in readiness for business. Her engine is a fore-and-aft compound with cylinders 50 by 40 and 30 inches.

V. A. Graves, mate of the schooner Zach Chandler, has discovered a mysterious leak, which has puzzled many. It was under the rudder band in the stern post, a bolt hole entering it from the inside but not showing from the outside.

The tug Champion passed up this (Monday) morning with five vessels which she will take through to their destination, Escanaba presumably. This towing through from port to port affords the sailors a sufficiency of rest, as they are rarely called upon to go aloft to set or furl gafftopsails or make sail from the decks, hence many are now employed that rate far below able seamen. An instant in point may be mentioned regarding the making of sail: A steamer passed this port on Saturday, upward bound, with four large craft, loaded, in tow, with a strong, fair wind from the north. Her struggle to move them along was barely perceptible, yet it would be ridiculous to add that not one of the vessels had even a jib set, which, in the event of all sail on, would have greatly accelerated their speed.

Within the space of two hours to-day seven million feet of lumber and about 100,000 shingles passed this port on board of steam and tow barges, all, or nearly all, of which was on owner's account.

Many of the larger class of steambarges and their consorts pass this port bound westward in ballast; the carrying of coal is simply out of the question.

The estate of the late H. N. Strong, once a prominent tug and vessel owner of this city, has just been wound up, exhibiting an astonishing state of affairs. The administrator states that at the time he took charge of the estate the assets amounted to \$305,705.69 and the liabilities were \$220,080.06. This was in 1873. The gains of the business as conducted by the administrator, from March 1873 to July 1884 were \$114,143.45, and the losses, \$190,829, the latter caused by depreciation in the value of vessel stock. He has now in his possession for the trust estate \$26,039.99, and there are existing debts against the trust estate that amount to \$23,386.27.

The northwest winds that have prevailed during the past three days lowered the water at the Lime Kiln crossing, causing a delay to some of the larger craft for several hours.

The steamer International, recently purchased at Buffalo, of the Grand Trunk railway, by Captain Williams, of Windsor, is being put in first-class condition for towing. She is a Canadian bottom and, of course, will be somewhat restricted in her movements.

The steambarge Empire is being overhauled here, and matters are in a very dull shape with no prospect of improvement.

The schooner Mineral State has just arrived here from Escanaba with ore, sailing the entire distance. Such instances are becoming quite rare.

Steamers are almost daily calling here to be inspected.

The excursion steamer Daisy, owned by Jacob Beller, valued at \$3,600 and insured for \$2,200, burned to the water's edge at Hamtramck Tuesday. J. W. H.

GRAND HAVEN.

Special to the Marine Record.

Kirby's new steamship, which is in course of construction here, will be named H. S. Pickands, in honor of a Chicago iron merchant, and will run between Escanaba and this port in the iron trade. She will measure 700 gross tons.

Vessels trading to this port are greatly benefited, by the opposition in the harbor towing business, and masters are jubilant because they have no longer to sail up to the piers, as they are frequently met by a tug as far as forty miles out on the lake.

The new steamer Thomas Friant, built here last winter, left on the 21st for Petoskey. She will go into the passenger and freight traffic between Harbor Springs and Charlevoix.

As soon as the steamship Pickands is launched Captain Kirby intends to build another and expects to have it completed for the opening of navigation next season. The government tug Graham and dredge have been laying at the docks here all the season.

It is said that the citizens of the city of Grand Rapids will petition Congress for an appropriation for the deepening of Grand river up as far as that city so as to enable the large lake vessels to run up there. D.

BUFFALO.

Special to the Marine Record.

It is said that the steamship now being built at the Union drydock company's yard for the Union steamboat company will not be completed this season, the company considering that there is nothing in lake traffic to induce any haste in getting her out. Work on her will be forwarded so as to have her ready for the passenger trade next spring. She is all in frame and partly plated, and shows an unusually fine model.

The schooner Sam Cook, which has been sunk in the St. Lawrence river for three years, has been raised and towed to Buffalo, where she will be repaired and put in commission again. The Cook went down when she was ore laden, and repeated attempts have been made to bring her up, but without success, until by a mere accident the wreckers succeeded in floating her on the 16th.

The steamer Albert J. Wright met with a serious mishap on her way to Port Colborne Friday afternoon. As she was entering that port she struck a rock, knocking one of the buckets off her wheel. She was not disabled so badly but that she was able to run back to Buffalo in the evening, although she pounded badly on the way. She went into drydock on Friday, and will have a new wheel.

Captain F. L. Pope has been appointed first mate of the propeller James Fisk. Last year he was master of the Fred Mercur and has been engaged with vessels of the Commercial line.

The propeller Oconto was in drydock last week for a new wheel.

PORT HURON.

The body of Thomas McKeon, one of the three men drowned near the Wolverine drydock on May 23d, was found near Mooretown on Tuesday. The body of Noonan has not yet been recovered.

The Northwestern regatta will be held at the Oakland course, St. Clair, on Wednesday and Thursday, July 23 and 24.

A. N. Moffat, Mark Hopkins, W. K. Muir and Henry Howard, of the Star Line, and Frank Kirby, of the Iron firm of Kirby Bros., of New York, left Friday to visit Kingston and Wyandotte, left Friday to visit Kingston and New York, and ride on an iron steamer the model of which they propose to pattern after for a boat they are preparing to build during the ensuing winter.

The owners of the fleet steamer Mary announce that they will carry passengers as cheap as any other boat.

FRANKFORT.

Special to the Marine Record.

A party of lighthouse men have moved the pierhead light to the outer end of the harbor pier.

The schooner Lumbermen arrived to take

shingles at Haine's mill, but the laborers have served an injunction, claimed two months' wages.

ESCANABA.

Special to the Marine Record.

Nothing of any importance has happened hereabout during the week.

Captain Hart has added six more state rooms to the cabin of the steamer Welcome, occupying what was formerly an open space on the after deck. The passenger capacity of the boat is thereby increased.

Captain Joe Alward has had the Wallace in drydock this week; mended her shoe and treated her to a coat of paint.

The depression in the iron and iron ore trade has its effect on the railway, which is shown in a reduction of the working force. A labor train was taken off on Saturday, and the men (twenty-five) discharged, and two engines and crews were taken off the dock force on Monday, with a corresponding reduction of the dock force, amounting to some sixty men.

Iron ore shipped from Escanaba for the season up to and including July 16th, was 728,476 tons. E. G.

ERIE.

The tug Crown Prince sank at her moorings on Friday night.

The United States ship Michigan has coaled up and is prepared to make her summer cruise up the lake. The old pilot, Captain Pat Murphy, will complete his forty years term of service aboard the Michigan this season.

MANITOWOC.

Special to the Marine Record.

The little schooner Busy B was sold on the 12th instant by Joseph Deffoe to Wm. and Michel Budzls, of Bay View, for \$125. The purchasers intend to employ their vessel in transporting paving stone to Milwaukee from the vicinity of Manitowoc.

The dimensions of the tug now building by Rand & Burger for the Canfield Tug Line are: Length over all 95 feet, 19 feet beam and 10 feet deep at the shoalest place; with an engine 24x26. She will be in frame this week and is to be completed in September.

The schooner George J. Boyce, just completed at Rand & Burger's shipyard, for Johnathan Boyce, of Grand Rapids, Mich., left Saturday night. She measures 303 tons and was built from the same moulds as the schooners Olga, built in 1881, 306 tons, rated A1; Alice, built in 1881, 307 tons, rated A1, and Goodman, and cost in the neighborhood of \$18,000.

SANDUSKY.

The large tug Relief, which took fire off Starve Island, about four miles from Put-in-Bay, and burned to the water was owned by Gilchrist & Schuck, of this city, Joseph Gilchrist, of Vermillion, Captain C. E. Chilson, of Lorain, and Louis Woodruff, of Avon Point, and valued at \$12,000 and insured for \$9,000. The Relief was built at Buffalo by Notter in 1855, 267 tons burden and rated B1. The first intimation of fire was an explosion of gas forward of the engine room. Baker, the engineer, opened the door, and the flames shot out. He gave the alarm, and as the flames spread rapidly, the crew barely had time to jump overboard before the whole boat was enveloped in fire. Shields, the fireman, was badly burned about the face and hands. The crew were all rescued by a row boat and the tug Cal Davis, of this port, which happened to be only a short distance away. The burning tug was towed to Kelley's Island and sunk. She was commanded by Captain C. E. Chilson, of Lorain, and had on the following crew: Harvey McQueen, Cleveland, mate; James Baker, Sandusky, engineer; Fred Hewitt, Lorain county, second engineer; Mar. Baker and Peter Shields of Sandusky, firemen; Wilson Chilson, of Lorain, and James Parsons, of Sandusky, wheelmen; James Shields, of Sandusky, watchman; Patrick Mullen, of Sandusky, deck hand; and Mrs. Amanda Hamilton, of Port Huron cook.

KINGSTON.

The barge Cleveland rebuilt at Kingston was launched last Thursday. She is said to be one of the best barges ever built at this port. The Cleveland was built at Quebec in 1872 and rebuilt in 1881, of 328 tons burden and was owned by the Montreal Transportation Company, her port of call being Montreal.

In a recent five mile race between the Princess Louis and John Maynard, the former was victorious.

NAUTICAL TERMS.

"How you getting along with your new yacht?" said an old settler to another old settler who is having a steam yacht built in the country for use in one of the lakes. "When do you launch her?"

"O, they are getting along all right I guess," said the yacht owner. "But I don't know what you mean by 'launching' her. I didn't know any launch went with a yacht."

"Who said launch?" remarked the first old party, who knew something about a seafaring life. "I said launch, that is, to get her into the water."

"O, you mean when we going to slide her in? Yes, yes. But I had not thought about that. I supposed they would put the castors under the roof on the bottom and roll her around on land. Say Jim," said the yacht owner, calling his friend one side, "In strict confidence I want to tell you I don't know any more about yachting than I do about religion. The fact is, the boys told me I ought to have a yacht, and so I ordered one, but I have nearly driven the gentleman crazy that is building it for me, by my landsman remarks. I try to pretend I know all about the different things he speaks of, but it is all Greek to me. What's a rudder anyway? He wrote me the other day to send him a rudder shoe, and I sent a pair of them by express, and do you know he kicked terribly when he opened the package and found a pair of rubber overshoes. How did I know what a rudder shoe was? He sent out for a windlass, and I found where some fellows had been digging a well, and bought the windlass they had been using for a dollar and a half, and sent it out, and it came back on the next train with indignant remarks about my intelligence. He sent for a binnacle, and I was never so stuck in my life. I thought maybe a binnacle might be something that went with the rubber shoe, and I went to the stocking counter in a dry goods store, and asked the girl in charge if she would let me look at some of their binnacles. She was a real spy looking girl, and did not look as though she would deceive an old man, but I could see she was surprised. She asked me what size I wanted, and I told her I should think about number eight or nine. Then she told me I would have to go to the corset counter, and I went there and asked the girl how she was off for binnacles, and she said she was not off for binnacles, as she knew of, and then the stocking counter girl came up and whispered to her, and she asked me if I wanted a binnacle for myself or my wife. Do you know, the cold perspiration raised up on my forehead, but I told her I wanted a binnacle that would do for either myself or any of the family, a sort of combination binnacle, as it were. O, you don't catch the old man on any cross examination. The girls held a consultation and then called a floor walker, and talked with him, and then one of them asked me if I wanted a binnacle that laced up at the side, or hooked in front, and I told her I didn't want either, I wanted one that buttoned up. They said then I had better go to the glove counter, and I went there, and when I said I wanted a binnacle, the girl asked me what color, and I told her I wanted a terra cotta binnacle. She said the nearest she had was lavender, and that she couldn't sell me a single one. She said I would have to take a pair. I didn't want a pair, and she asked me if I was buying a what do you call it, for a one armed man, and if so, which hand, right or left. I was stuck, then, and asked her, with some indignation, if she knew what a binnacle was anyway, and she said she would be blessed if she did. I like frankness, but I was really in hopes she did know what a binnacle was, but just then the floor walker came up with the three other girls, and he asked me what a binnacle was for, and I told him it was for use on a yacht. Then he said that was all right, and I could find it at the underwear counter, so I went there and told the girl, a real intelligent person, that I wanted a binnacle for a yacht, and one of the girls said 'he wants a combination binnacle that he or any of his family can wear,' and the other girl said 'one that buttons up,' and the girl from the glove counter said, 'give him a terra cotta colored one.' Well I pledge my word the binnacle business was becoming serious. The underwear girl opened several boxes, and said she didn't believe they had terra cotta, but they had brown, and lilac thread, and silk. I told her to give me a silk one as quick as she could, and if she didn't pull out a silk undershirt, a female one, I hope to die, and I took it. I was glad to get out of the store, because all the girls were laughing at me. I suppose I sweat a painful. But that was nothing to what I suffered when I took the binnacle up to where they are building the boat. The captain asked me about the binnacle, and I told him it was in the small package, and he opened it. I knew when he was opening it that he had doubts as to whether I knew what a binnacle was, and then he pulled that female undershirt out and held it up by one arm, I shall never forget the look on his face. Well, an old sailor should not expect too much of a man who has never been to sea any more than to join the Baptist church. I gave the binnacle to a hired girl at the hotel, and squared myself with the captain by saying that I ordered a binnacle and they had probably sent that thing by mistake, and had sent the binnacle to some lady that had ordered the shirt. The captain said he would like to see the lady when she tried to put

the binnacle on. I have found out that a binnacle is a thing that they put a compass in, for use in the pilot house, but I don't see why they don't call it something that a man will understand. I came near getting my neck broke when I was up there. Everything is called by some other name about a ship. A rope is called a 'painter.' The captain threw a rope over the side, and told me to fasten it to the end of the painter on the ground. Well, there was a Dutch fellow painting the side of the yacht, and I made a slip noose and fastened it to the slack of the painter's pants. He didn't understand our language, and thought it was done for a purpose, and just then the captain asked me if I had made it fast, and I said, 'aye, aye, sor,' and he shouted to one of the men to 'hoist away,' and I'm blessed if they didn't jerk that painter right over the side, by the seat of the pants, and half way up the mast, and he yelled murder in a foreign language, and spilling a bucket of paint on deck. They let him down, and then the captain explained that a painter is a small rope. The painter was mad and chased me all over the shipyard with an ax. I had to buy a new pair of pants, but I don't care for expense, as I am learning something every day. Say, what is a tiller rope?"

"O, I don't know," said the first old citizen, "you better go up to the dry goods store and ask the girl at the corset counter," and they separated, the yacht owner going to consult an encyclopedia, and the old man to take a drink.—Peck's Sun.

The joint committee appointed before the adjournment of Congress to inquire into the organization and work of the coast and geological surveys, the signal service and hydrographic offices of the Navy Department, has decided to hold its first meeting in Washington on the 11th of November next. In the meantime sub-committees will collect information with regard to the work of the bureaus named, and obtain the opinions of scientific experts as to the economy and efficiency of their present organization and management. Senator Allison, who has been made chairman of the committee, and Senator Pendleton will investigate the signal service; Representatives Lowry, of Indiana, and Lyman, of Massachusetts, the coast and geological surveys, and Senator Hale and Representative Herbert, of Alabama, the hydrographic office.

CUYAHOGA WORKS,

Established in 1834.
MANUFACTURERS OF ALL KINDS OF
MARINE ENGINES
AND
HEAVY MACHINERY.

Cor. Detroit & Center-Sts, CLEVELAND, O.

Geo. B. Carpenter & Co.,
Ship Chandlers and Sail Makers.

Ship Chandlery Goods of all
Descriptions.

MANILA ROPE OF THE VERY BEST MAKE

Steel and Iron Wire Rope and all Its Fittings.

202 to 208 South Water-st.,
CHICAGO, ILL.

WM. HINGSTON & SON,
Boat Builders,

Steam and Sail Yachts, Hunting, Fishing and
Pleasure Boats, Shell Boats, Spoon Oars.

Foot of Porter Av., Buffalo, N. Y.

W. W. LOOMIS,
Erie, Pa.,
SHIP AND BOAT BUILDING,

Fishing Tugs, Wrecking, Repairing and Pier
Building with Most Improved Facilities.

All Work Guaranteed. Correspondence Solicited.

N. C. PETERSON
Boat Builders,

PLEASURE BOATS AND SAILING AND STEAM YACHTS,
YAWL BOATS, SPOON OARS, STEERING WHEELS, ETC.

385 Atwater st., Near Riopelle,
DETROIT, MICH.

C. E. BENHAM,
317 Detroit Street,
KEEPS IN STOCK
A Full Line of Vessel Supplies,
Lubricating and Lamp Oils of
the Best Quality,
AND A GENERAL LINE OF LAMPS, CROCK-
ERY AND TABLE CUTLERY.
OPEN DAY AND NIGHT.
TELEPHONE NO. 1540.

STEADY STARBOARD
AND STOP AT
Capt. Dahlke's
ONE PRICE BOOT AND SHOE STORE
And Examine a Fine Line of Spring Goods at
Very Low Prices.
321 Pearl-st., Cleveland, O.

GRUMMOND'S
Mackinac Line,

For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda,
Port Huron, Detroit and intermediate lake and river
ports.

Steamer ATLANTIC, Capt. D. Nicholson,
Leaves Cleveland every Friday evening at 8 o'clock.
During the warm weather and pleasure season the

Steamer Atlantic
Will extend the regular trip on to Petoskey, Harbor
prings and Charlevoix.

CLEVELAND FORWARDING CO., Agents,
Office and Dock, Foot of Superior-st., Cleveland.

BUTTS COAL CO.,
[LIMITED.]

Only Miners of
BUTTS CANNEL COAL,
and dealers in Gas Coals, Nut Coals, and Steam Coal
for Tugs, Barges, etc.

CLARK I. BUTTS,
CLEVELAND, O. General Manager.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL
Cleveland, Ohio

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon
the time given in the figures below is the new standard
(Ninetieth meridian) time, which is thirty-three min-
utes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	10 10 A M	12 05 A M
No 8, N Y, B & A Express.....	10 35 A M	12 00 A M
No 26, Elvira Accommodation.....	10 05 A M	11 50 A M
No 35, Buffalo Accommodation.....	10 35 A M	11 50 A M
No 35, Toledo Accommodation via Sandusky.....	10 35 A M	11 50 A M
No 12, N Y & B Fast Express.....	11 55 P M	12 25 P M
No 14, Special N Y & Bos Express.....	9 40 P M	11 00 P M
No 2, Night Ex via Sandusky.....	12 15 P M	12 40 P M
No 22, Night Ex via Sandusky.....	12 42 P M	12 40 P M
No 26, Connaut Accommodation.....	12 25 P M	12 40 P M

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	11 55 A M	12 05 A M
No 23, Mich Express via Sandusky.....	12 15 A M	12 35 A M
No 3, Chicago Express via ".....	12 05 A M	12 30 A M
No 25, Mich Accommodation.....	12 10 A M	12 30 A M
No 21, Toledo Ex via Sandusky.....	12 55 P M	1 30 P M
No 5, St Louis Ex via Sandusky.....	12 15 P M	12 40 P M
No 9, Chi Pac Ex via Sandusky.....	12 06 P M	12 30 P M
No 31, Elvira ac to Elvira only.....	12 30 P M	12 30 P M
No 27, Connaut Accommodation.....	12 10 A M	12 30 P M

Sunday train for Nottingham—Depart 8:30 a. m.,
and 1:45 p. m.; returning, leave Nottingham at 9:05 a.
m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday,
‡ daily, except Monday.

For full information as to trains and connections ap-
ply at the new city ticket office, corner Seneca and St.
Clair streets, Lake Shore block.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDI-
ANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the
Bee Line—Cleveland, Columbus, Cincinnati & Indian-
apolis Railway—will leave and arrive at Cleveland as
follows, CENTRAL STANDARD TIME, 33 minutes slower
than Cleveland time:

Depart	Arrive
No. 3, Columbus, Cincinnati & Ind Ex.....	7:00 A M
No. 23, Gallion & Wheeling Express.....	6:40 A M
No. 9, Col. Cin., Ind. & St. Louis Express.....	6:40 P M
No. 5, St. Louis, Cin., Ind. & St. Louis Express.....	12:35 P M
No. 27, Gallion & C. L. & W. Acc.....	4:00 P M
No. 29, Massillon & Ulrichsville Ex.....	5:00 P M

Depart	Arrive
No. 8, Col. Cin., Ind. & St. Louis Ex.....	6:40 A M
No. 20, Urberville & Massillon Ex.....	9:00 A M
No. 2, Col. Cin. & Indianapolis Express.....	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex.....	9:45 P M
No. 26, Wheeling Accom.....	10:00 P M
No. 4, Col. Cin. & N. Y. Express.....	1:15 A M

Trains marked ° daily, all other trains daily except
Sunday.

F. B. THOMAS, O. B. SKINNER,
General Manager. Traffic Manager.

A. J. SMITH,
General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pitts-
burg, Washington and Baltimore
and the Southeast.

Central or Ninetieth Meridian time, 33 minutes slow
er than Cleveland city time.
Until further notice trains will leave from the new
Central Depot, South Water street and Viaduct as fol-
lows:

6:50 a. m. ATLANTIC EXPRESS—(Daily) Pull-
man sleeping and hotel coaches from
Leavittsburg 8:35 a. m. to New York, Albany and
Boston without change. Arrive at Meadville at 10:40 a.
m. (dinner) Franklin at 12:08 p. m. Oil City 12:30 p. m.,
Corry 12:35 p. m. Jamestown (Lake Chautauque) 1:35 p. m.,
Buffalo 5:50 p. m., Rochester 8:20 p. m.; Hornell-
ville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05
p. m. Binghamton 10:05 p. m., Albany 5:00 a. m. Boston
1:45 p. m.; arriving at New York 6:15 a. m.

2:20 p. m. LIMITED EXPRESS—Through Pull-
man sleeping coach from Cleveland to
New York. Arrives at Meadville at 6:30 p. m., Jame-
stown 8:47 p. m., Salamanca 9:45 p. m., New York
10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except
Sundays) Sleeping coach from Cleveland
Hornellsville. Arrive at Youngstown at 1:50 a. m.,
Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5:57 a.
m., Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornell-
ville, 11:00 a. m., Corning 12:07 p. m., Elmira 12:40 p. m.,
Binghamton 2:19 p. m., New York 9:10 p. m. Arrive
at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS—Daily—
Through without change, Parlor car at-
tached. Arrives at Youngstown 5:00 p. m., Pittsburg
8:02 p. m., Washington 7:09 a. m., Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION—
Stopping at all way stations, arriving at
Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpsville
8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS—Daily—
Through without change. Arrives at
Youngstown 9:30 a. m., Sharon 10:30 a. m., Sharps-
ville 10:40 a. m., Pittsburgh 12:45 p. m., Returning,
leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m.,
and 3:45 p. m.

10:35 a. m. YOUNGSTOWN AND PITTSBURGH
ACCOMMODATION—Stopping at all
Way stations, arriving at Youngstown 1:40 p. m., Pitts-
burgh, 5:45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m.,
10:20 a. m., 1:05 p. m., and 9:45 p. m.

This is the only route by which passengers can
reach Corry, Elmira, Binghamton, New York City
and intermediate points without change. No change
to Boston and New England Cities.

Baggage checked through to all points East
Through tickets and information regarding the
route can be obtained at the office 131 Bank street, and
at new Depot of N. Y., P & O R. R., South Water street
and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M. FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Ag't, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS
RAILWAY.

The passenger equipment of this New Trunk Line
is all new and is supplied with the latest appliances
necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave
from the Union Depot, Van Buren street.

Following is the time in effect June 1, 1884, and un-
til further notice:

GOING EAST.	GOING WEST.
Lv. Chicago..... 7:50 a. m.	Lv. Buffalo..... 9:50 a. m.
Arr. Valparaiso..... 9:45 "	Arr. Dunkirk..... 11:24 "
" Fort Wayne..... 1:30 p. m.	" Erie..... 1:23 p. m.
" New Haven..... 2:05 "	" Connaut..... 2:20 "
" West Leipsic..... 3:56 "	" Ashtabula..... 2:51 "
" Arcadia..... 4:49 "	" Painesville..... 3:44 "
" Fostoria..... 5:00 "	" Cleveland..... 4:52 "
" Green Springs..... 5:45 "	Lv. Cleveland..... 4:57 "
" Bellevue..... 6:10 "	Arr. Lorain..... 6:12 "
Lv. Bellevue..... 6:20 "	Arr. Bellevue..... 7:35 "
Arr. Lorain..... 7:50 "	Lv. Bellevue..... 9:20 "
Arr. Cleveland..... 9:02 "	" Green Springs..... 9:44 "
Lv. Cleveland..... 10:27 "	" Fostoria..... 10:22 "
Arr. Painesville..... 11:33 "	" Arcadia..... 10:34 "
" Ashtabula..... 12:25 p. m.	" West Leipsic..... 11:30 "
" Connaut..... 12:50 "	" New Haven..... 1:35 p. m.
" Erie..... 2:09 "	" Fort Wayne..... 1:50 "
" Dunkirk..... 3:47 "	" Valparaiso..... 5:42 "
" Buffalo..... 5:20 "	" Chicago..... 7:50 "

Through tickets to all points are on sale at principal
offices of the company at LOWEST RATES for any class
of tickets desired. Baggage checked to destination.

For information, call on nearest agent of the Com-
pany, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEVVIS WILLIAMS,
General Manager, Cleveland, O.

V. D. NICKERSON,
MARINE ARTIST

Rear of Central Tug Office, Main

St. Bridge, Cleveland, O.

GOLD for the working class. Send ten cents for pos-
tage and we will mail you free, a royal, valua-
ble box of sample goods that will put you in the way
of making more money in a few days than you ever
thought possible at any business. Capital not required.
We will start you. You can work all the time or in
spare time only. The work is universally adapted for
both sexes, young and old. You can easily earn from
50 cents to \$5 every evening. That all who want work
may test the business, we make this unparalleled offer;
to all who are not well satisfied we will send \$1 to pay
for the trouble of writing us. Full particulars, direc-
tions, etc., sent free. Fortunes will be made by those
who give their whole time to the work. Great success
absolutely sure. Don't delay. Start now. Address
STINSON & CO., Portland, Maine.

A PRIZE. Send six cents for postage, and receive

free, a costly box of goods which will help you to
more money right away than anything else in this
world. All of either sex, succeed from first
hour. The broad road to fortune opens before the
workers, absolutely sure. At once address, TRUE & CO.,
Augusta, Maine.

H. J. WEBB & CO.,
Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H. J. Webb & Co., will charter Vessels for Lake Trade.
Special attention given to Chartering Vessels in the
Lake Superior Iron Ore Trade, both for the season and
single trip.
ARCADE BUILDING, 101 ST. CLAIR ST.,
Cleveland, Ohio.
TELEPHONE { Office, No. 338.
Residence, No. 1328.

DEVLIN & CO.,
VESSEL AGENTS.
General Marine Brokerage.
Grain, Ore and Lumber Charters Negotiated.
Room 2, 156 Washington St.,
CHICAGO, ILL.

SCOTT & BERRIMAN.
Fire and Marine Insurance
Agents and Vessel Brokers.
Attention also given to the purchase and sale of Iron
Ore. Telephone, No. 18.
Office, 130 South Water-St., Cleveland, O.

THOS. WILSON
MANAGING OWNER
Wilson's Transit Line.
Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

CAPT. D. M. BECKER. CAPT. HENRY BROCK
D. M. BECKER & CO.,
Commercial Brokers and Vessel Agents,
Vessels chartered, purchased and sold; contracts made
for coasts and heavy freights.
Lake Superior and Escanaba iron ore charters for single
trip or season a specialty.
Office, 130 Water St. Room 14. Cleveland, O.
Coal and Iron Ex. Build'g. Telephone No. 953.

MOORE and BARTOW,
Ship Brokers and Agents,
No. 101 St. Clair Street, Room 27.
CLEVELAND, OHIO.

PALMER & BENHAM,
Vessel Owners & Agents,
New Bank Building, corner of Superior and
Bank Street, Cleveland, Ohio.

JAMES T. ROSE,
Vessel Agent and Broker,
BOX 1616, DULUTH, MINN.

Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.
CAPT. J. W. MILLER. CAPT. R. B. MONTAGUE
MILLER & MONTAGUE,
DULUTH, MINN.

Vessel Brokers and Marine and Fire Insurance
Agents, and Board of Trade Weighmen.
Special attention paid to Chartering Vessels; also
weighing and trimming cargoes of grain. Correspondence
solicited.

ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
DULUTH.

Owners and masters of vessels wishing to get cargoes
of grain from this port will do well to confer with me.
Will be glad to furnish information in regard to car-
goes, also in relation to docks, depth of water, etc., at
Duluth, Agate Bay (new iron ore port), Port Ar-
thur, Washburn, Ashland, and all points near the
west end of Lake Superior. Good gangs of men fur-
nished on short notice for trimming cargoes of grain,
loading and unloading all kinds of freight.

HIBBARD & VANCE,
Vessel Agents
66 and 368 Broadway MILWAUKEE, WIS
114 La Salle Street, CHICAGO, ILL.

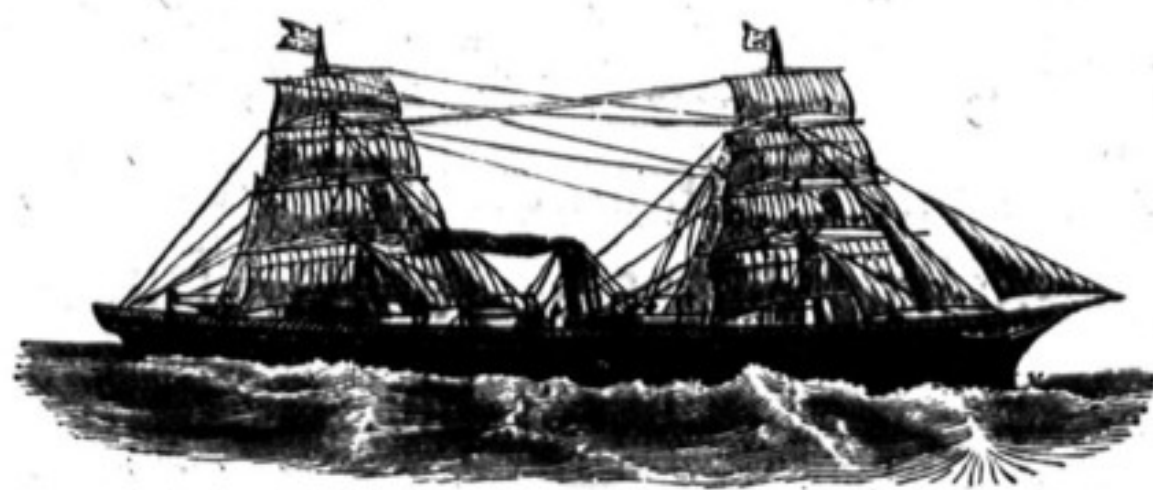
KNEIP & MORRISON,
PROCTORS IN ADMIRALTY,
115 Monroe St Room 54 Chicago.

ROBERT RAE,
Admiralty and Insurance
Law Office,
Room 37, Merchants' building, CHICAGO, ILL.

A. M. BARNUM,
Vessel Agent and Broker,
15 Exchange St. Buffalo, N. Y.
IF YOU DO NOT RECEIVE
MY MONTHLY LIST OF VESSELS
FOR SALE, SEND FOR IT

WILLIAM FORDE,
SHIP BROKER,
Vessel & Marine Ins. Agent.
N. E. Cor. Columbus Ave. & Water St.,
SANDUSKY, OHIO.

GLOBE SHIPBUILDING CO.,



**Builders of Iron and Steel Ves-
sels of every Description.**

Builders of the Iron Steamer Onoco, Yacht Twilight,
and Iron Tugs International and Record.

OFFICE AND WORKS, OLD RIVER ST., CLEVELAND, O.

Established in 1830.

WM. WALL'S SONS,

—MANUFACTURERS OF—

CORDAGE & OAKUM.

Gangs of AMERICAN, RUSSIA and ITALIAN HEMP of the very best quality made to order AT ONE
DAY'S NOTICE. MANILA and SISAL BINDER TWINE.

Office No. 113 WALL STREET, NEW YORK.
Factory, Brooklyn, N. Y.

JAMES P. DONALDSON & CO.,

Ship-chandlers, Sailmakers
AND DEALERS IN

Mill, Railway and Manufacturers' Supplies,
WOODWARD AVE., DETROIT, MICH.

DEAN & CO.,

BOAT BUILDERS.

Patent Yawl Boats of all Lengths, Pleasure and Hunting
Boats, Sail and Steam Yachts on Hand.

Also, Life Boats that will pass Government Inspection,
and cost less than any Life Boats in U.S.A.

DEAN & CO., FOOT OF ST. AUBIN-ST., DETROIT, MICH.



ROSEL DOWNER,
SUB-MARINE DIVER,

Sub-marine Drilling and Blasting.

STERN BEARINGS REPAIRED WITHOUT GOING
TO DRYDOCK.

Wrecking Expeditions Accompanied.

Contracts Made for all Kinds of Diving.

Residence, 80 East Ohio St., Chicago,

WARNER & DRISCOLL, CLEVELAND AGENTS.

PENFIELD BLOCK CO.,

Lockport, New York, are Sole Manufacturers of the

Celebrated "Anchor Brand" Tackle Blocks,
ALL STEEL ROLLER BUSHED

OR WITH

Our Self-lubricating Phosphor Bronze Bushings.

The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing
metal in the market, and being perfect lubricators they are fast superseding all other
styles. For sale by SHIP CHANDLERS everywhere.

ASK FOR "ANCHOR BRAND" TACKLE BLOCKS.

Illustrated Catalogue and price list mailed free on application. Sample orders solicited.
Accompanying cut represents our new block, PATENTED NOVEMBER 13, 1883



CYCLONE STEAM FLUE CLEANER
FOR HORIZONTAL AND UPRIGHT BOILERS
FROM 24 TO 16 INCHES

CRESCENT MANUFACTURING CO.
SOLE MANUFACTURERS
CLEVELAND, OHIO U.S.A.

G. S. RAND.

H. B. BURGER.

RAND & BURGER

SHIP-BUILDERS,

WITH
DRY DOCK

ATTACHED TO THE WORKS.

ALSO PREPARED TO DO

WRECKING AND TOWING

WITH THE

Tug John Gregory.

Vessels Docked and Re-
paired on Short Notice.

MANITOWOC, WIS.

The Neversink Cork Jacket

AND IMPROVED LIFE BELTS,
Warranted Twenty-four Lbs. Buoyancy

AND FULL WEIGHT OF CORK,
According to Requirements of U. S. Inspectors.

SUPERIOR TO ALL OTHERS.

ALSO RING BUOYS.



Approved and adopted by the United States
Board of Supervising Inspectors; also by the
principal Ocean, Lake and River Steamer
Lines, as the only Reliable Life Preserver.
VESSELS AND TRADE SUPPLIED.
Send for Circulars.

D. KAHNWEILER 146, 148 & 150 Worth St
Near Center St., New York.

KATZENSTEIN'S

SELF-ACTING METAL
PACKING
FOR PISTON RODS,
VALVE STEMS, Etc.

Adopted and in use by
the principal Iron Works
and Steamship Compa-
nies within the last eight
years in this and Foreign
countries. For full par-
ticulars and references
address

L. KATZENSTEIN & CO
169 Christopher St., near West Street N. Y.
CAPT. THOS. WILSON, Cleveland agent.

FOR SALE,
New Iron Tug.

Dimensions 78 feet long, 17 feet beam, 11 feet deep;
draft, 9 1/2 feet; engine, 20x20, new steel boiler 7 feet in
diameter, 13 feet long, allowed 112 pounds steam. Three
iron breast hooks forward, collision bulkhead forward,
water tight bulkhead forward of boiler; iron coal
bunkers, water tight bulkhead aft at shaft-gland, with
water tight iron deck forming the floor of after cabin.
Iron decks, bulwarks and deck houses; iron tow posts
aft. Heavy angle iron frames, with reverse bars on al-
ternate frames; 3/4 plate, steel floor plates; boiler, en-
gine and bearing foundation of iron. For sale cheap
when machinery can be completed by

GLOBE SHIPBUILDING CO.

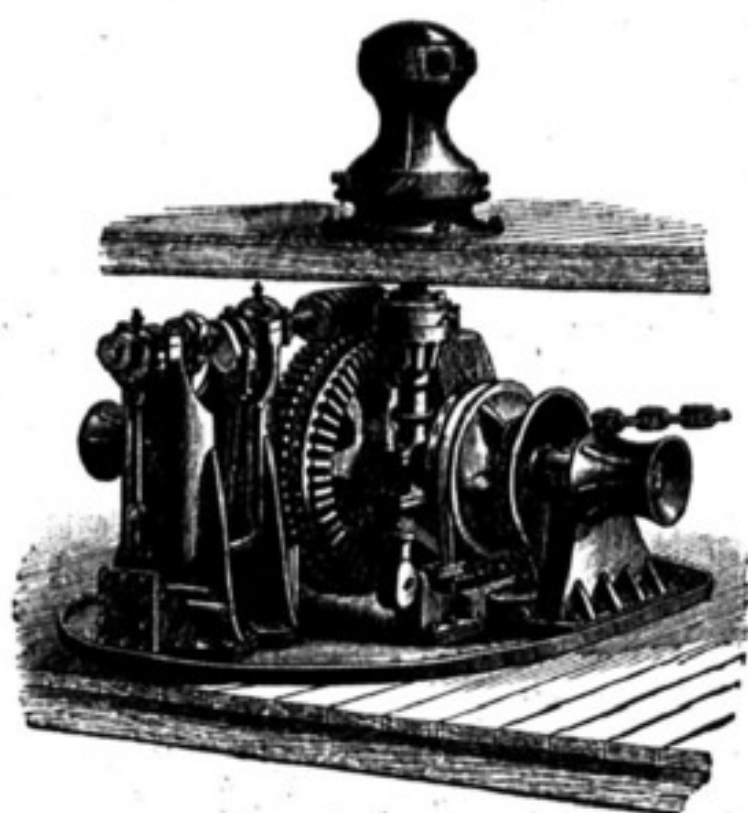
Boat washing and general laun-
dry in a few hours. CLEVELAND
STEAM LAUNDRY, 109 Water
Street. Telephone 118.

AGENTS wanted for The Lives of all the Presidents
of the U. S. The largest, handsomest, best
book ever sold for less than twice our price. The fast-
est selling book in America. Immense profits to agents.
All intelligent people want it. Any one can become a
successful agent. Terms free. HALLETT BOOK CO.,
Portland, Maine

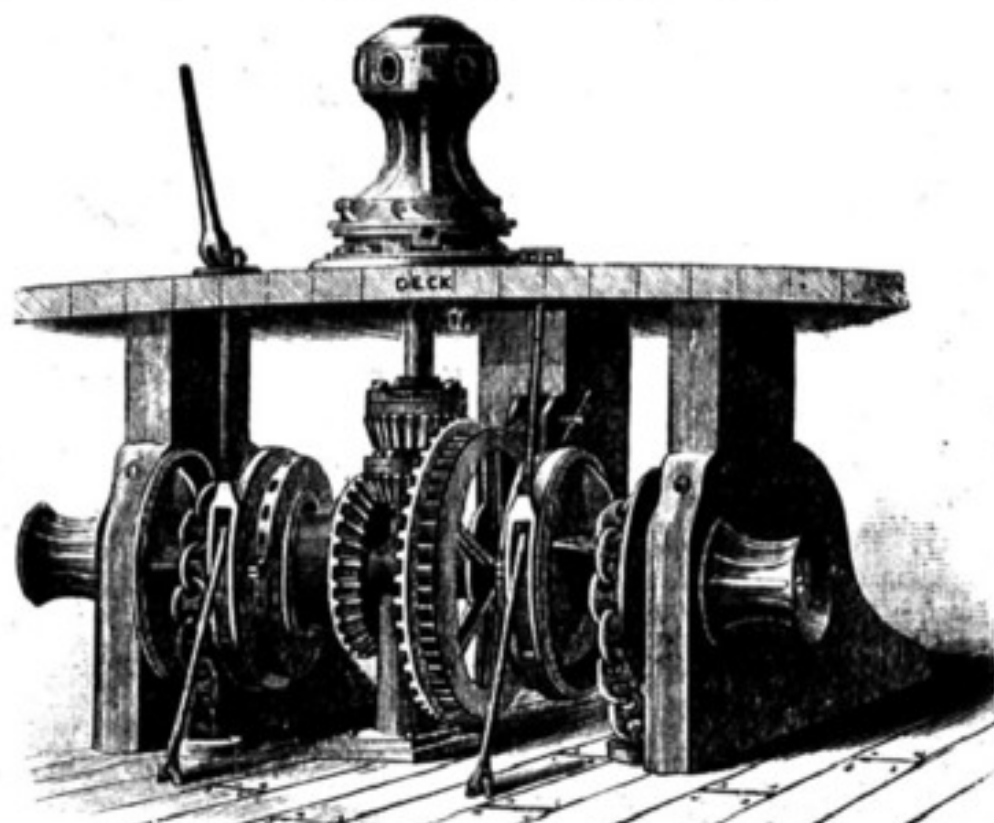
AMERICAN SHIP WINDLASS CO.,

PROVIDENCE, RHODE ISLAND,

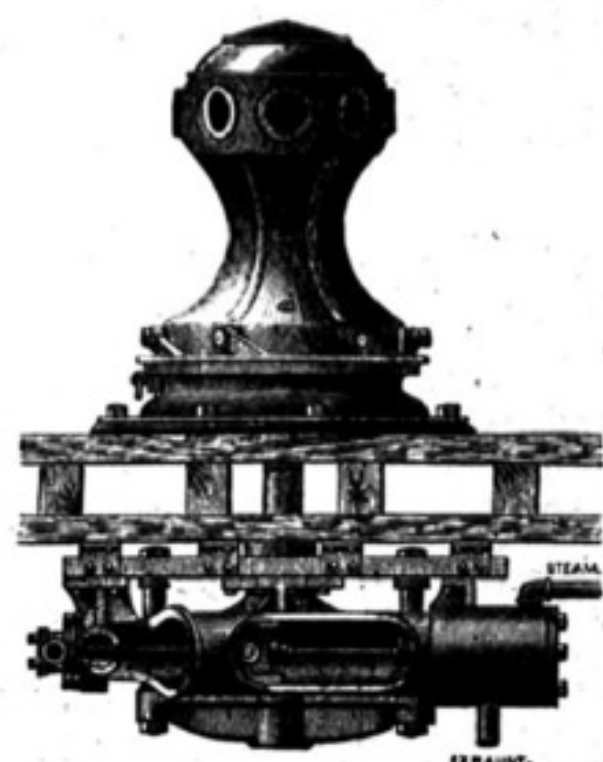
Original and only builders of the "Providence" Steam and Hand Windlasses, Steam Capstans, Crank Capstans and Power Capstans for Steam and Sailing Vessels, Yachts, Tug Boats, Wrecking Boats, Elevators, Dry Docks, Etc.



The Providence Patent Steam Capstan Windlass, New Style.



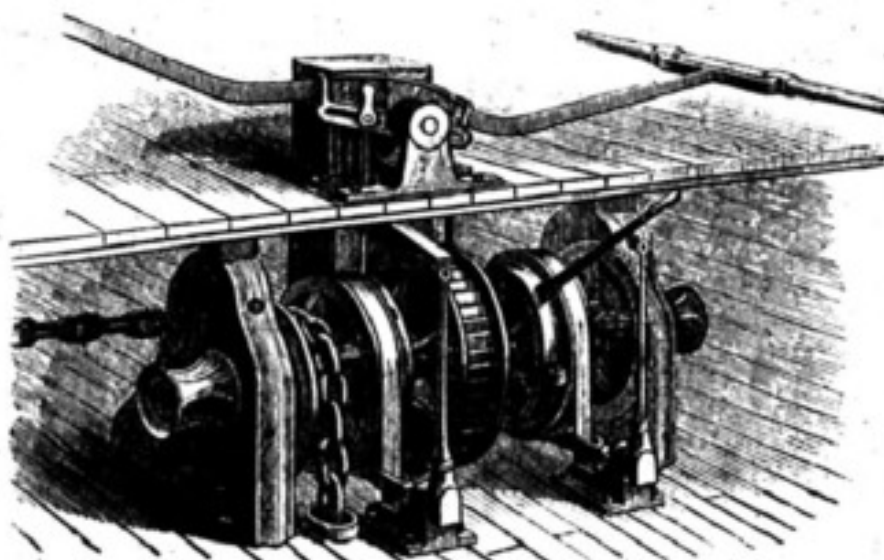
The Providence Patent Capstan Windlass.



The Providence Patent Steam Capstan.



The Providence Patent Power Capstan.



The Providence Patent Pump Brake Windlass.



The Providence Patent Crank Capstan.

SELLING AGENTS ON THE LAKES.

D. S. AUSTIN & CO.
UPSON, WALTON & CO.
M. I. WILCOX.

BUFFALO, N. Y. JAMES P. DONALDSON & CO.
CLEVELAND, O. DUNHAM & HOIT.
TOLEDO, O. G. D. NORRIS & CO.

DETROIT, MICH.
CHICAGO, ILL.
MILWAUKEE, WIS.

THE GLOBE IRON WORKS.

GENERAL FOUNDERS, MACHINISTS, BLACKSMITHS, BOILER MAKERS, AND IRON SHIPBUILDERS.

Office and Works, Corner of Elm and Spruce Sts., Cleveland, O.

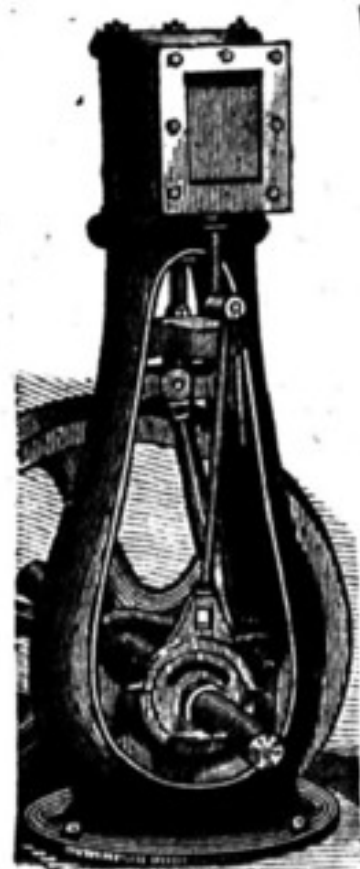
STEAM ENGINES.

We are prepared to furnish on short notice Stationary or Marine, either High Pressure, Low Pressure, Condensing or Compound Engines, Horizontal or Vertical, with or without graduating cut off.

Vertical Engines Kept in Stock.

We keep all sizes of vertical engines in stock, which we are prepared to sell at respective prices. Stationary engine includes Governor, Throttle, Cylinder, and Oiler, Oil Cups and Waste Cocks. Marine Engine includes Link and Reverse Motion, Circular Throttle Cylinder, Oiler, Oil Cups and Waste Cocks, same as stationary,—no governor or fly wheel. Nos. 7, 8, 9 and 10, have single cranks, with separate journal when used with stationary engines.

They are provided with good brass boxes in both ends of connecting rod and cross head, with best possible provision made for taking up the wear. The Cylinder, Steam Chest and lower head are cast in one piece and the frame, slides, and journals in one piece, thereby lessening liability of derangement and first cost and insuring a durable machine. The Cylinders are neatly covered with cast iron lagging. Slide valve with large ports. Piston filled with good metallic packing. Material and workmanship guaranteed.



STATIONARY ENGINES

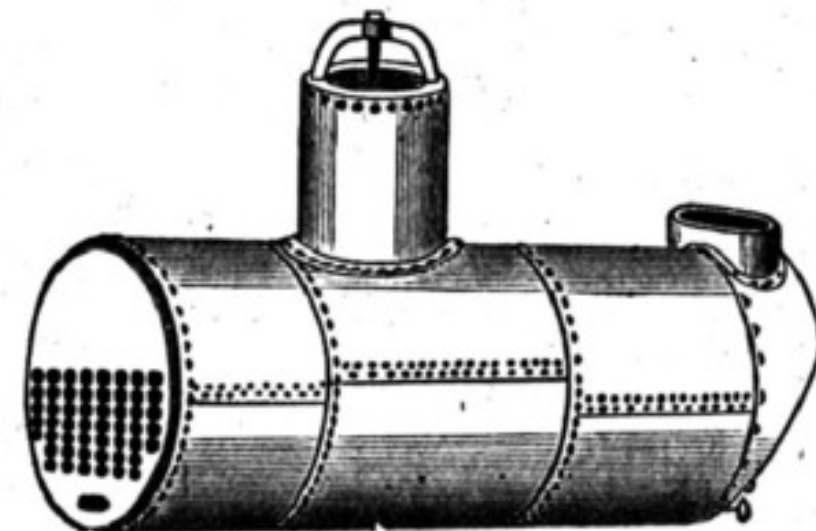
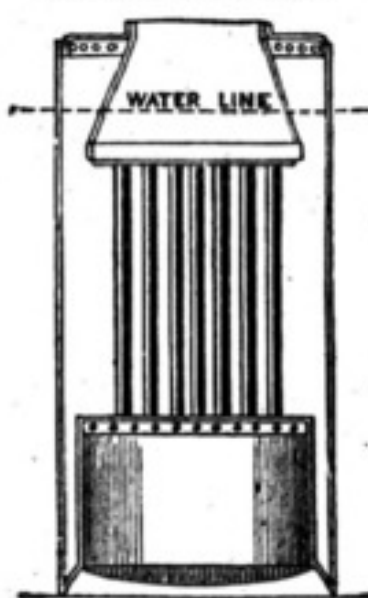


MARINE ENGINES.

BOILERS.

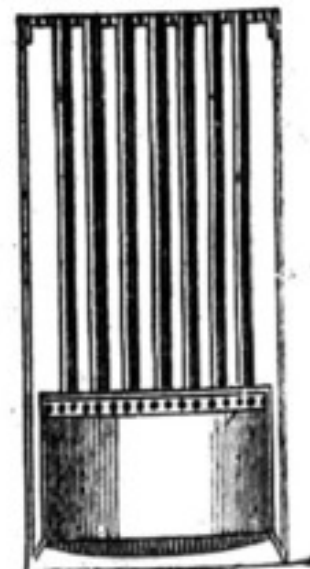
Having provided our new boiler works with the most approved tools for riveting by steam, planing the edges, instead of chipping, drilling, punching, shearing and bending by steam power, we feel warranted in saying we can furnish the best work for the least money in the following kinds of boilers, which we can build of either Iron or Steel: Return flue Marine Boilers, Tubular Boilers, either horizontal or vertical, Locomotive Boilers, Cylinder Boilers, Flue Boilers, Smoke Stacks and general plate iron work.

SUBMERGED TUBE

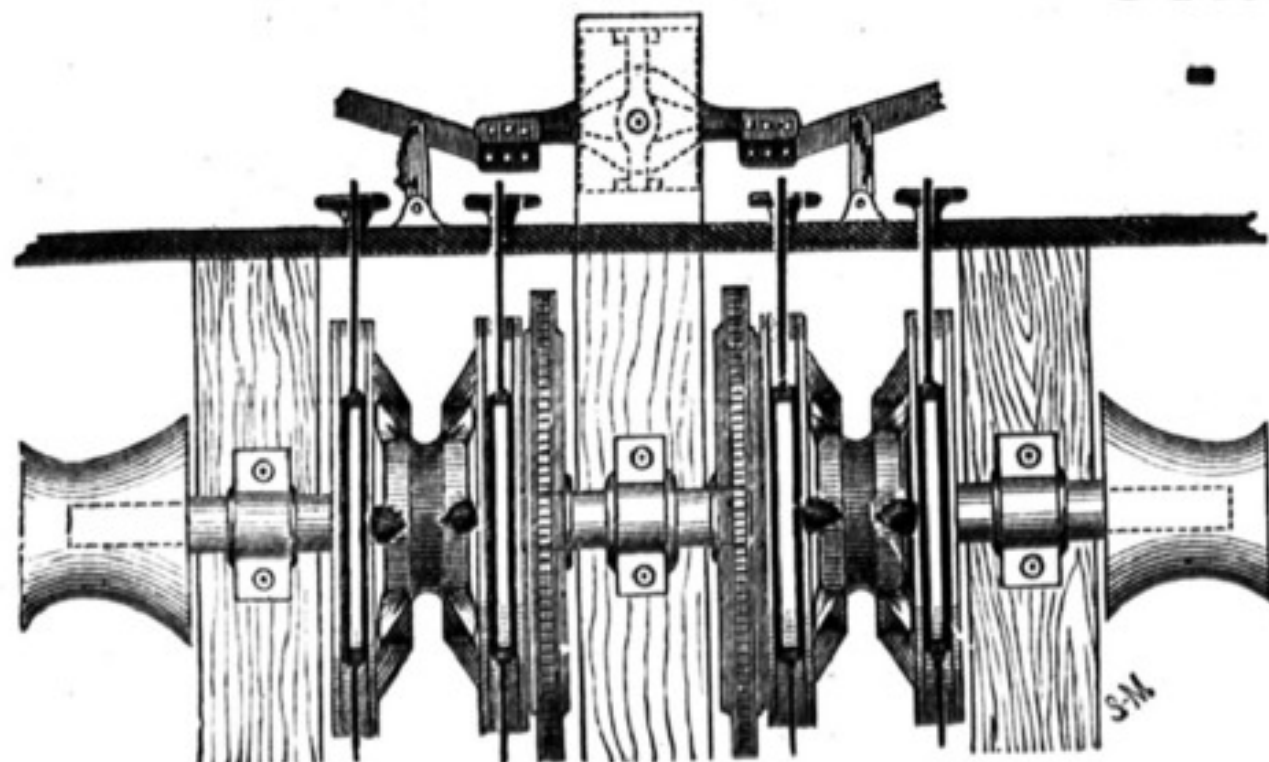


TUBULAR BOILER.

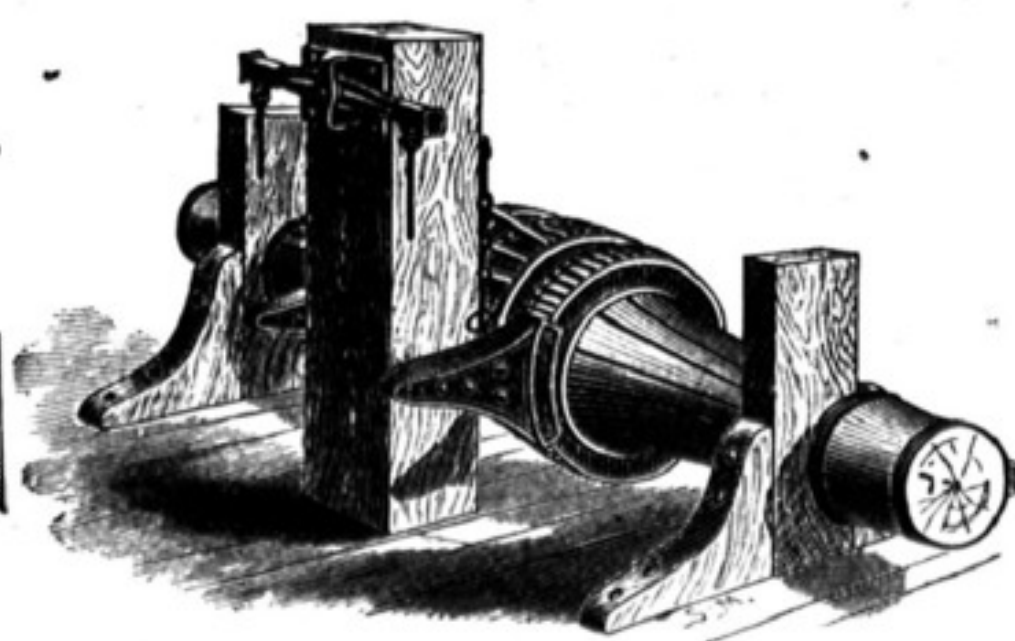
FULL TUBE BOILER.



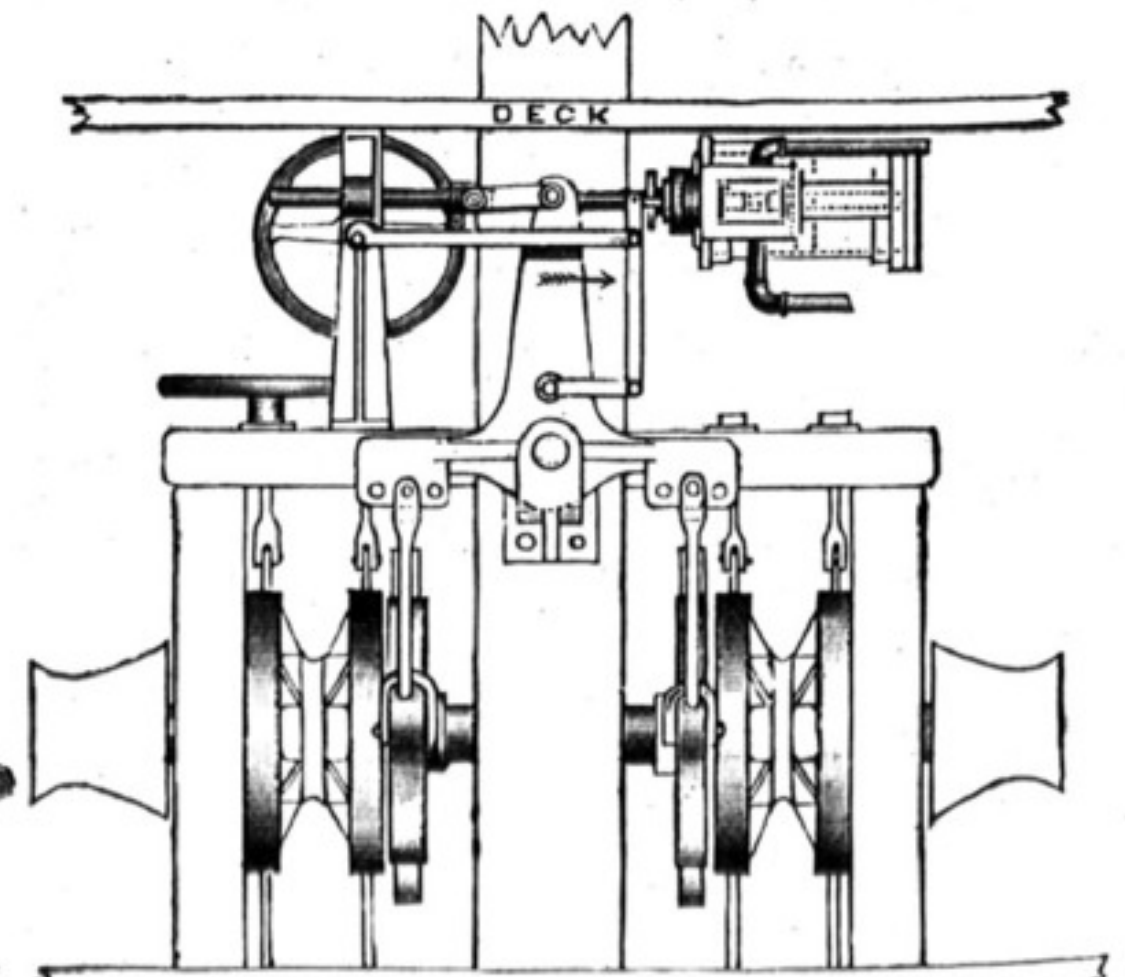
Ship Chandler's List.



Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works' Patent Steam Windlass